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# CITY OF LOS ALAMITOS

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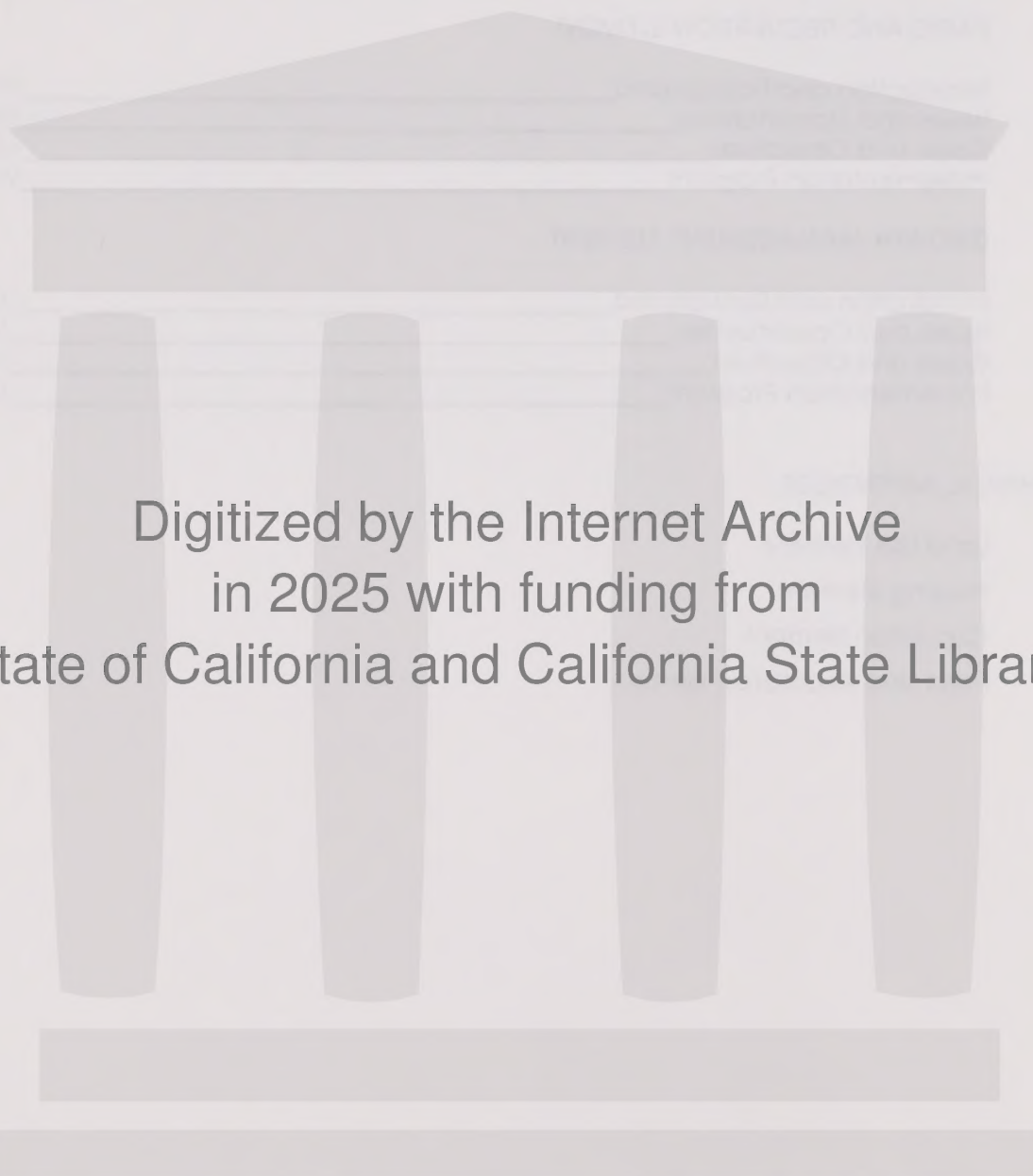
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## GENERAL PLAN ALTERNATIVES

### Current General Plan

The major features of the City's Land Use plan are described below:

#### 1. Residential Neighborhoods

Residential uses within the City and Sphere of Influence are divided into seven discrete neighborhoods with densities ranging from an average of four to 30 units per acre. The various neighborhood structures are indicated as follows:

- (a) Single-Family Residential: Development within this range includes traditional single-family units, large lot subdivisions, and Planned Unit Development with overall densities up to six dwelling units per acre. There are four such areas within the City; one includes all residences north of Cerritos Avenue; while the three remaining areas are south of Katella Avenue, (i.e., the Rossmoor area, and single-family residences south of Orangewood and east of Katella, as well as those east of Lexington Drive.)
- (b) Limited Multi-Family Residential: Development includes single-family residences, duplexes, triplexes, townhouses and other types of multi-family development at densities ranging from six to 20 dwelling units per acre. Special provision is made in the Zoning Ordinance for condominium development and conversion of existing apartments to condominium development.
- (c) Multi-Family Residential: Development in the multi-family residential classification allows for all development found in the two previous residential categories as well as for multi-family structures of a density up to 30 dwelling units per acre. In addition, special provision is made for rest homes, convalescent hospitals and mobile home parks.

#### 2. Commercial Uses

Commercial activity in Los Alamitos is centered on Katella Avenue and Los Alamitos Boulevard. Commercial uses can be classified as local and neighborhood related except for restaurants. The concentration of existing commercial areas indicates an effort on the part of the City to minimize the spread of strip commercial uses. The generalized functions and characteristics of commercial areas are described under two basic classifications, as follows:

Introduction

The purpose of this study is to investigate the effects of the proposed changes on the system.

Background

The system has been in operation for several years and has been found to be reliable and efficient. However, there are some areas where improvements can be made.

The first area for improvement is the data collection process. Currently, data is collected manually, which is time-consuming and prone to errors. It is proposed that an automated system be developed to collect data more efficiently.

The second area for improvement is the data analysis process. Currently, data is analyzed using a simple statistical method. It is proposed that a more sophisticated method be used to analyze the data, such as regression analysis.

The third area for improvement is the data storage process. Currently, data is stored on a single server. It is proposed that a distributed storage system be developed to store the data more securely and reliably.

Conclusion

The proposed changes to the system are expected to improve the efficiency and reliability of the data collection, analysis, and storage processes. It is hoped that these changes will result in a more effective and efficient system.

- (a) Professional Office: Professional office areas include activities such as law, insurance, medical, dental coverage, quality landscaping, screening of open storage, setbacks, controlled signing and high quality industrial structures. Industries which have significant negative impacts on adjacent areas due to noise levels, smoke, dust, glare, heat, vibration or other such negative conditions are not allowed.
- (b) Retail Business Districts: Retail Business Districts within the City provide commercial shopping for residents in the local vicinity including personal services, supermarkets, drug stores, and related establishments. The principal focus for this activity is adjacent to the Katella Avenue/Los Alamitos Boulevard intersection and on Los Alamitos Boulevard between Cerritos Avenue and Harrisburg Road; in addition, there are several small neighborhood commercial and specialized commercial areas within the City. General Services uses (e.g., auto sales and repair, nurseries, plumbing, paint stores, home appliances, hardware stores, professional administrative offices, etc.) are incorporated into this district under special review procedures (Conditional Use Permits).

4. Community and Institutional Facilities

These facilities include the Civic Center area, schools, hospitals, fire stations, neighborhood parks, churches and other public service and institutional uses within the planning area.

5. Open Areas

Open areas within the planning area are limited to the Coyote Creek Channel and San Gabriel River.

6. Armed Forces Reserve Center

The Armed Forces Reserve Center is designated as a special study area. It is important for the community to continually monitor uses and development proposals in this area. Should potential utilization of the facility conflict with the goals and objectives as expressed in the Element, appropriate action could then be taken by the City. There is an airport site coalition effect in progress.





## **SCAG Projections**

This General Plan alternative would be developed under the assumption of accommodating the growth implied by SCAG's regional and sub-regional forecasts to the Year 2010 for housing, population and employment. These forecasts are as follows:

Housing Units:	451 <u>additional</u> units (11% growth rate)
Population:	411 <u>additional</u> persons (3.6% growth rate)
Employment:	5,561 employment increase (51% growth rate)

Projected employment seems to be high given the mature nature of the community.

### **Build-Out Under Zoning**

This third alternative would be prepared in view of the potential build-out of residential units under current zoning designations. This alternative would result in additional housing stock within the Old Town West, Old Town East and Apartment Row areas.

### **Modified Residential Densities**

This alternative calls for a reduction of the potential number of housing units in certain residential neighborhoods. A major function of this alternative is to enable the City to retain a viable alternative if the traffic and other neighborhood impacts exceed the capacity of the existing and planned infrastructure.



## **LAND USE ISSUE AREAS**

### **OLD TOWN WEST**

#### **DESCRIPTION OF LAND USE ISSUE**

- Build-Out
- Infrastructure
- Commercial vs. Residential from Catalina to Florista, east side of Chestnut to alley

#### **EXISTING CONDITIONS AND SURROUNDING LAND USE**

- The boundaries of Old Town West and existing development are shown in the Land Use Element. The area is developed mainly with a mixture of single family residences. It is an established neighborhood with the housing stock generally in good condition. Some of the older single family homes are in need of rehabilitation.
- Several newer multi-family structures are interspersed throughout the neighborhood. Properties to the east, that front on Los Alamitos Boulevard, are developed with commercial uses.
- Old Town West is designated for multiple family residential use and is zoned R-3, except for the block bounded by Catalina Street to the north, Chestnut Street to the west, Florista Street to the south and an alley to the east. That area is designed retail commercial and zoned C-G. However, the transition from residential to commercial has not occurred as of yet.

#### **IDENTIFICATION OF PROBLEMS AND OPPORTUNITIES**

##### **Problems**

- Increased density if development trend continues.
- Interface of commercial and residential uses.
- Loss of structurally sound, more affordable single family housing with commercial development.





## **Opportunities**

- Consolidation of properties between Los Alamitos and Chestnut could accommodate larger scale commercial developments.
- Continued multiple family development will increase the housing stock.
- More restrictive development standards where transition occurs from commercial to residential.

## **Alternative Courses of Action**

- Retain current General Plan designations.
- Limited multiple family residential designation to reduce density.
- Current General Plan with change in development standards.
- New land use designation and neighborhood conservation zone.
- Catalina to Florista, east of Chestnut
  - Commercial
  - Limited Multiple Family Residential
  - Multiple Family Residential



## **OLD TOWN EAST**

### **DESCRIPTION OF LAND USE ISSUE**

- Build-Out
- Infrastructure
- Limited Multiple Family Residential vs. Multiple Family Residential

### **EXISTING CONDITIONS AND SURROUNDING LAND USE**

- The boundaries of Old Town East and existing development are shown in the Land Use Element.
- There is a mix of older single family residences and newer multiple-family units. The older single family homes are structurally sound for the most part. Some are in need of cosmetic improvement, such as painting.
- The transition to higher intensity development is in the beginning stages. Of the 51 residential structures, only 7 contain more than 2 units. The area from Florista Street to Catalina Street is currently designated Limited Multiple Family Residential and is zoned R-2.
- The area south of Florista Street is zoned Professional Office and used for institutional/service uses predominantly.
- There are a number of social services in this area such as a church, a youth shelter for runaways and the recently approved Precious Life facility.





## **OLD TOWN EAST**

### **DESCRIPTION OF LAND USE ISSUES**

- Build-Out
- Infrastructure
- Limited Multiple Family Residential vs. Multiple Family Residential

### **EXISTING CONDITIONS AND SURROUNDING LAND USE**

- The boundaries of Old Town East and existing development are shown in Exhibit 2.
- There is a mix of older single family residences and newer multiple-family units. The older single family homes are structurally sound for the most part. Some are in need of cosmetic improvement, such as painting.
- The transition to higher intensity development is in the beginning stages. Of the 51 residential structures, only 7 contain more than 2 units. The area from Florista Street to Catalina Street is currently designated Limited Multiple Family Residential and is zoned R-2.
- The area south of Florista Street is zoned Professional Office and used for institutional/service uses predominantly.
- There are a number of social services in this area such as a church, a youth shelter for runaways and the recently approved Precious Life facility.

### **IDENTIFICATION OF PROBLEMS AND OPPORTUNITIES**

#### **Problems**

- Higher density from Florista to Catalina would change the character of the neighborhood.
- Lower density may be incompatible with more intensive uses to the south.



### **Opportunities**

- Higher density would result in the loss of structurally sound, moderate priced housing.
- Increased density would stimulate development, expanding housing opportunities.
- Single family residential would conserve existing single family homes.

### **Alternative Courses of Action**

- Single Family Residential
- Multiple Family Residential
- Retain Limited Multiple Family Residential designation



## CERRITOS AVENUE & LOS ALAMITOS BOULEVARD

### DESCRIPTION OF LAND USE ISSUE

- Industrial vs. multiple family residential
- Compatibility with Old Town West
- Integration of the total project area

### EXISTING CONDITIONS AND SURROUNDING LAND USE

- The area under consideration extends from Cerritos Avenue to the north, Los Alamitos Boulevard to the east, Sausalito Street to the south and the flood control channel to the west.
- Land use designations for this area consist of Planned Industrial and Retail Commercial. The property is zoned accordingly.
- There is a new commercial development along the south side of Cerritos Avenue.
- Lots fronting on Los Alamitos Boulevard are developed with a liquor store, dairy storage yard, electrical substation and abandoned service station. Backing onto these parcels and fronting on Chestnut are properties in the P-M, Planned Light Industrial District which are developed with the Texaco storage yard, the remaining portions of the substation and Camation Dairy lot and an automobile repair vehicle storage yard.
- Within that block, two vacant parcels have been approved for development; one with a 48 room hotel and the other with a retail commercial use, plus a secondary industrial building on the same lot.
- On the northwest corner of Sausalito and Chestnut is a 1.68 acre vacant lot that the owner wishes to develop with multiple family units. That site is presently designated for industrial use. To the north of this site are a mixed use industrial center and a contractor's storage yard.
- On the north side of Sausalito, west of the vacant lot, a church was approved recently. West of the church site is Harbor Patterns, an industrial use.
- Surrounding uses to the south and southwest are residential. There is a mobile home park to the southwest and newer multiple family residences on the south side of Sausalito Street.





- The southeast corner of Sausalito and Chestnut is designated industrial and developed with Norm's Automotive Repair Shop. Further to the east, properties fronting on Los Alamitos Boulevard, are retail and service uses.

## IDENTIFICATION OF PROBLEMS AND OPPORTUNITIES

### Problems

- Proximity of non-compatible land uses.
- Multiple Family Residential designation could result in zoning non-conformities.
- Industrial traffic could impact residential land uses.

### Opportunities

- Multiple family residential use west of Chestnut Street would be compatible with Old Town West and the mobile home park.
- Residential use would increase housing opportunities.
- An industrial designation would reflect existing development in the project area.
- A Neighborhood Conservation designation and zoning could be developed to facilitate mixed uses (as to be discussed).

## ALTERNATIVE COURSES OF ACTION

- Retain Planned Industrial Designation
- Change designation to Multiple Family Residential west of Chestnut Street
- Create new land use designation and implementing Neighborhood Conservation zone



## **APARTMENT ROW**

### **DESCRIPTION OF LAND USE ISSUE**

- Build-Out
- Infrastructure

### **EXISTING CONDITIONS AND SURROUNDING LAND USE**

This area is predominantly multiple family residential interspersed with single family residences and some commercial uses. All but 37 of the 362 existing residential structures are multiple family. The intensification of land use in this area has resulted in traffic congestion, particularly along Farquhar, and parking problems.

### **IDENTIFICATION OF PROBLEMS AND OPPORTUNITIES**

#### **Problems**

- Problems with circulation infrastructure.
- Interface between residential and commercial uses.
- Neighborhood parking and congestion.

#### **Opportunities**

- Consider more stringent development standards to minimize impacts associated with higher density.

### **ALTERNATIVE COURSES OF ACTION**

- Current General Plan designation
- Current General Plan with change in development standards (zoning ordinance).



## ALTERNATIVES EVALUATION

A Background Report was prepared that contained information intended to enable the Planning Commission to understand the environmental impacts that would result from achievement of the four General Plan Alternatives. With this information on "order of magnitude" impacts, the Commission was "environmentally aware" prior to the selection of an alternative or hybrid from among the alternatives. The selected alternative then established the framework for the preparation of all the General Plan elements.

Four sections are included in the Background Report, as follows:

- ° Build Out Profiles: an overview of the build out potential in Old Town West, Old Town East and Apartment Row.
- ° General Plan Alternatives: an explanation of the basic "growth" options for preparation of the General Plan, including --
  - Maximum Growth
  - Managed Growth 1
  - Managed Growth 2
  - Neighborhood Conservation
- ° Environmental Scorecard: an order of magnitude assessment of environmental impacts associated with traffic, water, schools, police protection, and fire protection.





## BUILD OUT PROFILES

Estimates of the potential housing unit build out were prepared for three major multi-family areas of the City, including:

- Old Town West
- Old Town East
- Apartment Row

The "build out" profiles for these three areas are summarized below in Table 1.

**TABLE 1  
CITY OF LOS ALAMITOS: HOUSING UNIT  
BUILD OUT BY AREA**

<b>Area</b>	<b>Existing Housing Units</b>	<b>Potential Additional Housing Units</b>	<b>Total Housing Units</b>
Old Town West	314	226	540
Old Town East	105	48	153
Apartment Row	<u>1,705</u>	<u>423</u>	<u>2,128</u>
	<b>2,124</b>	<b>697</b>	<b>2,821</b>



## **GENERAL PLAN ALTERNATIVES**

Concepts for the General Plan Alternative were discussed at length at the City Council -- Planning Commission Study Session. Based on the discussion and input provided at the Study Session, the staff and consultant have prepared four basic alternatives, as listed below:

- Maximum Growth
- Managed Growth 1
- Managed Growth 2
- Neighborhood Conservation

### **Maximum Growth**

This alternative is based on an assessment of the maximum residential growth that could occur in Los Alamitos. This alternative yields a grand total of 1,412 additional housing units, a number far greater than for the remaining alternatives.

### **Managed Growth 1**

The first managed growth alternative essentially retains the build out potential under current zoning and general plan practices but excludes "optional type" projects such as GPA-87A, the Section 202 seniors housing project and the possibility of Navy housing. The potential yield under this alternative is 849 housing units.

### **Managed Growth 2**

This alternative yields exactly the same number of housing as the first managed growth alternative -- 849. The major difference between alternatives 1 and 2, Managed Growth Alternatives, is in the bedroom mix. Conceptually, Managed Growth 2 reflects the results of improved multi-family residential development standards. From a quantitative view point, the effect is realized in terms of the bedroom mix.





## **Neighborhood Conservation**

This alternative yields the fewest number of additional housing units – 750. A major focus of this alternative is to establish incentives to encourage the continued maintenance of standard, affordable single-family housing units.



**TABLE 3**  
**CITY OF LOS ALAMITOS: POPULATION ESTIMATES**  
**UNDER THE GENERAL PLAN ALTERNATIVES**

<b>Population Estimate</b>	<b>Maximum Growth</b>	<b>Managed Growth 1</b>	<b>Managed Growth 2</b>	<b>Neighborhood Conservation</b>
Congregate Care	258	258	258	258
Old Town East	134	134	134	92
Old Town West	633	633	633	291
Apartment Row	1,185	1,185	1,185	1,185
GPA-87A	106	-0-	106	-0-
202 Seniors Housing	127	127	127	-0-
Navy Housing	-0-	-0-	-0-	-0-
	<b>2,433</b>	<b>2,337</b>	<b>2,443</b>	<b>1,826</b>



## I. INTRODUCTION

### CONTENTS OF THE GENERAL PLAN

California state law requires all cities and counties to have a long-range plan for their physical development. The General Plan contains development policies for seven elements:

1. Land Use Element -- designates the general distribution, location, and extent of the uses of land for housing, business, industry, open space, education, public buildings and grounds, and other categories of public and private uses.
2. Circulation Element -- identifies the general location and extent of existing and proposed major roads, highways, railroad and transit routes, terminals, and other local public utilities and public facilities.
3. Housing Element -- identifies existing and projected housing needs and establishes goals, policies, objectives and programs for the preservation, improvement, and development of housing to meet the needs of all economic segments of the community.





4. Conservation Element -- provides for the conservation, development, and use of natural resources, such as water, forests, soils, rivers, lakes, harbors, fisheries, wildlife and minerals.
5. Open Space Element -- details plans and measures for the preservation of open space for natural resources, for the managed production of resources, for outdoor recreation, and for public health and safety.
6. Noise Element -- examines noise sources yielding information to be used in setting land use policies for compatible uses and for developing and enforcing a local noise ordinance.
7. Safety Element -- establishes standards and plans for the protection of the community from flood and geologic and seismic hazards.

## **CURRENT LOS ALAMITOS GENERAL PLAN**

The City's current general plan consists of a series of elements which were adopted over a number of years. For example, the Land Use Element was adopted in 1980 while the Open Space and Seismic Safety Elements were approved in 1977. Over the past decade, there has not been a comprehensive update of the entire General Plan that examines all elements concurrently. This problem has been rectified by the City Council's decision to update the General Plan and to achieve the following planning objectives:

- Update the data and information contained in the previously adopted elements.
- Establish internal consistency between all elements of the General Plan.
- Incorporate the new provisions and requirements of State law.
- Reflect community input on the present issues, problems and desired goals.

## **COMMUNITY PARTICIPATION**

In an effort to modernize the General Plan and deal with current issues, the City of Los Alamitos initiated a comprehensive planning and zoning program. That program has incorporated a wide-ranging community participation plan which encompassed:

- Executive interviews with the community leadership.

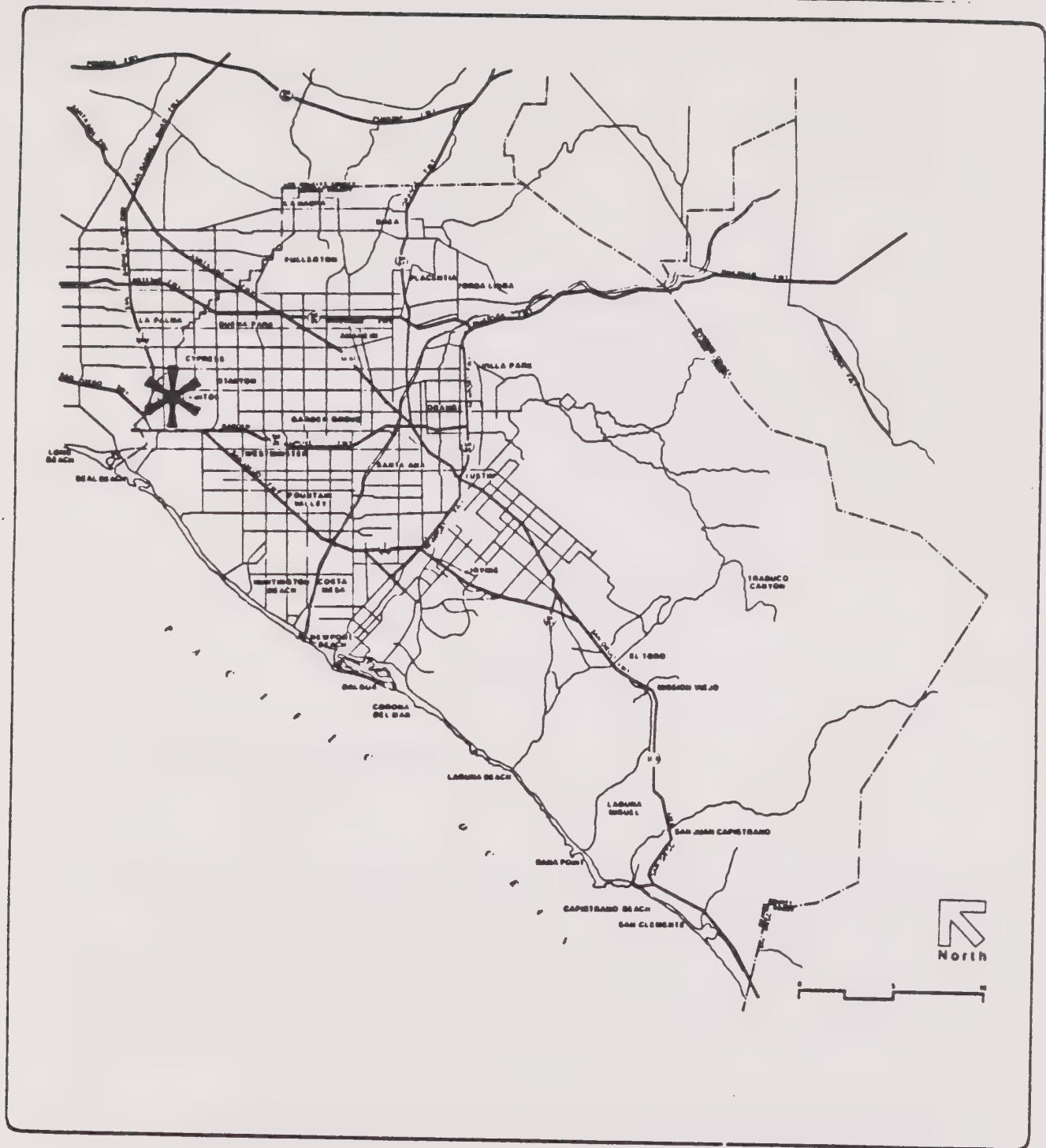


- Town Hall meetings with the Planning Commission.
- Joint Study Sessions with both the Planning Commission and City Council.
- Public review period on the Draft General Plan Environmental Impact Report.
- Public hearings before the Planning Commission and City Council during the adoption phase of the General Plan.

Exhibit 1 on the following page shows the Regional Location of the City of Los Alamitos. The General Plan, especially through Land Use and Housing Elements, covers the incorporated area of Los Alamitos, including the Armed Forces Reserve Center.







# Regional Location CITY OF LOS ALAMITOS GENERAL PLAN PROGRAM

EXHIBIT 1



## **II. LAND USE ELEMENT**

### **INTRODUCTION AND BACKGROUND**

#### **General Plan Legislation**

The adoption of a General Plan by cities and counties became a legal requirement 33 years ago in 1955. At that time, a General Plan consisted of the Land Use and Circulation Elements. In 1971, the Legislature created one of the most important features of State planning law by requiring that zoning and subdivision approvals be consistent with the General Plan. Government Code Section 65302 (a) defines the Land Use Element as follows:

A Land Use Element which designates the proposed general distribution and general location and extent of the uses of the land for housing, business, industry, open space, including agriculture, natural resources, recreation, and enjoyment of scenic beauty, education, public buildings and grounds, solid and liquid waste disposal facilities, and other categories of public and private uses of land. The Land Use Element shall include a statement of the standards of population density and building density recommended for the various districts and other territory covered by the plan. The Land Use Element shall also identify areas covered by the plan which are subject to flooding and shall be reviewed annually with respect to such areas.



## **Purpose and Function**

The purpose of the Land Use Element is to establish a pattern of compatible land uses to reflect existing conditions and to guide future development. By law, the element must set clear standards for the density of population and the intensity of development for each proposed land use category. The Land Use Element, which has the broadest scope of the seven required elements, provides a composite discussion of the issues which are addressed in the other elements through text, diagrams and a land use map.

Section 65300.5 of the Government Code requires that the General Plan be consistent throughout (i.e., "internally consistent"). The assumptions and projections used in the Housing Element, for instance, must be consistent with those used in the Land Use Element and the Open Space Element. Local policies must not conflict with Statewide policies pertaining to housing, open space and environmental quality.

Land use categories designated by the Los Alamitos General Plan must be defined in terms of population density and building intensity. Allowable uses for each district must be indicated. Density ranges must be given for residential designations to facilitate implementation through zoning districts. Zoning laws regulate the geographic allocation and allowed uses of land. Finally, the Zoning Ordinance must conform to the adopted General Plan. It is one of the implementation measures used to achieve the goals and objectives of the General Plan.

## **CURRENT LAND USE CATEGORIES**

The 1980 Land Use Element of the General Plan designates nine land use categories as listed below:

### **Residential**

- Single-family Residential (1-6 du/ac) -- detached single-family homes on individual lots and planned unit developments.
- Limited Multi-Family (6-20 du/ac) -- single-family residences, duplexes, triplexes, townhouses, condominiums, and apartments.





- Multi-Family Residential (20-30 du/ac) – all types of development permitted in the less intensive residential categories plus provisions for rest homes, convalescent hospitals and mobile home parks.

### **Commercial**

- Professional Office -- office uses that include such activities as law, insurance, medical, dental, engineering and financial services.
- Retail Business District -- commercial shopping for residents in the local vicinity. This district permits supermarkets, drugstores, personal services and a variety of retail products. General service uses (e.g., auto sales and repair, nurseries, plumbing outlets and home appliance stores) are permitted subject to special review procedures.

### **Industrial**

- Industrial Development -- light industrial uses encompassing industrial parks, research and development facilities, assembly, distribution and related service uses.

### **Special Use**

- Community and Institutional Facilities -- public and quasi-public uses such as the Civic Center, schools, hospitals, fire stations, parks, churches and other similar uses.
- Open Areas -- the Coyote Creek Channel and San Gabriel River.
- Armed Forces Reserve Center -- a special study area to be monitored continually for future development proposals in the event that the current military use is discontinued.

### **Sphere-of-Influence**

- The residential development of Rossmoor is within the Los Alamitos Sphere-of-Influence. Rossmoor is presently a self-governing, independent community.



## **CURRENT LAND USE**

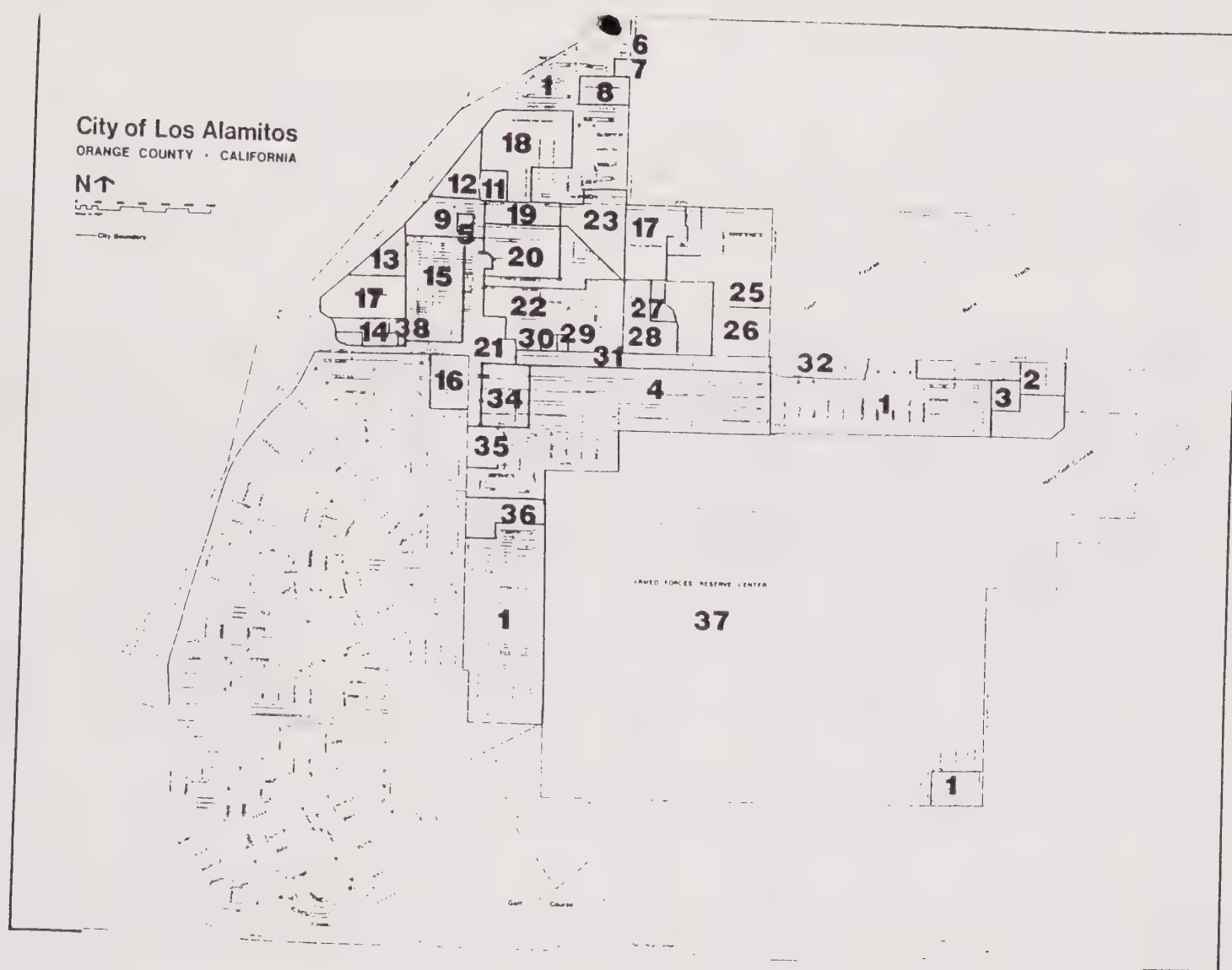
### **Methodology**

A land use survey was conducted in early 1979. However, since the City has seen a great deal of subsequent development, a survey of current land use was necessary. The survey was essentially a reconfirmation of the existing land use from the 1979 survey and an update of current land use. From the maps provided by the City, enlargements were made and data entered directly on to them.

### **Commercial Land Uses**

The 1979 land use study identified 38 land use areas and they are identified on Exhibit 2. Table II-1 presents a listing of the uses located within each of the 38 areas.





Land Use Areas  
CITY OF LOS ALAMITOS  
GENERAL PLAN PROGRAM





**TABLE II-1  
CITY OF LOS ALAMITOS  
EXISTING LAND USES**

<b>Number</b>	<b>Uses</b>
1	Single-family residences
2	Light industrial
3	"Los Caballeros Center" - light industrial
4	Single and multi-family residences
5	Electrical switching station
6	Small neighborhood commercial area
7	Professional offices, bank, services
8	Elementary school
9	Light industrial, retail, retail under construction and church, vacant lot, contractors storage yard
10	Automotive repair shop
11	Gas station
12	"Los Alamitos Business Park" - services, professional offices, Sizzler Restaurant
13	Mobile home park
14	General Telephone directory offices
15	Single and multi-family residences
16	Neighborhood shopping center with restaurants -- unincorporated community of Rossmoor
17	Junior high school
18	High school
19	Light industrial and services
20	Light industrial, lumber yard, open storage
21	Commercial strip: retail centers and office buildings
22	Single and multi-family residences, some businesses
23	Light industrial and retail
24	Service station
25	Vacant
26	Light industrial (Arrowhead Products)
27	Junior high and elementary school
28	Laurel Park
29	Medical offices



TABLE II-1 (Cont.)  
CITY OF LOS ALAMITOS  
EXISTING LAND USES

Number	Use(s)
30	Los Alamitos General Hospital
31	Retail strip: small shopping centers (retail, restaurants and fast food, many health care and medical services)
32	Professional offices, motel, some single-family dwellings
33	Commercial (restaurant, retail, services)
34	Multi-family residences
35	Neighborhood shopping center (Vons, B of A)
36	Churches, parochial school, baseball field
37	Armed forces reserve center
38	Civic Center



Two additional, large establishments also were identified by the land use survey. A newly constructed two story building, known as Katella Corporate Center, is a large office building located in the lower left corner of area 28. Near the Los Alamitos General Hospital, on the corner of Bloomfield and Katella, is a large research facility called the John Douglas French Center for Alzheimer's Disease.

### **Infrastructure**

The Los Alamitos Civic Center is located at 3191 Katella Avenue. There are 83 full-time employees at this facility. Police protection is provided by the City of Los Alamitos Police Department. The staff of 63 includes 26 sworn officers, support personnel and volunteers.

The City of Los Alamitos contracts with the County of Orange for fire protection services. The first responding station is Station 2 located at 3542 Green Avenue. Other stations providing service to the area consist of Station 17 in the City of Cypress and Station 48 in the City of Seal Beach.

The Los Alamitos School District serves the project area as well as Rossmoor and Seal Beach. School enrollment has dropped in recent years. The School District has leased one school to the City of Long Beach and another for use as a private school.

Sewer service is provided by the Los Alamitos County Water District (LACWD). In 1985, a Sewer System Master Plan was prepared to identify future sewer construction needed to accommodate ultimate build-out.

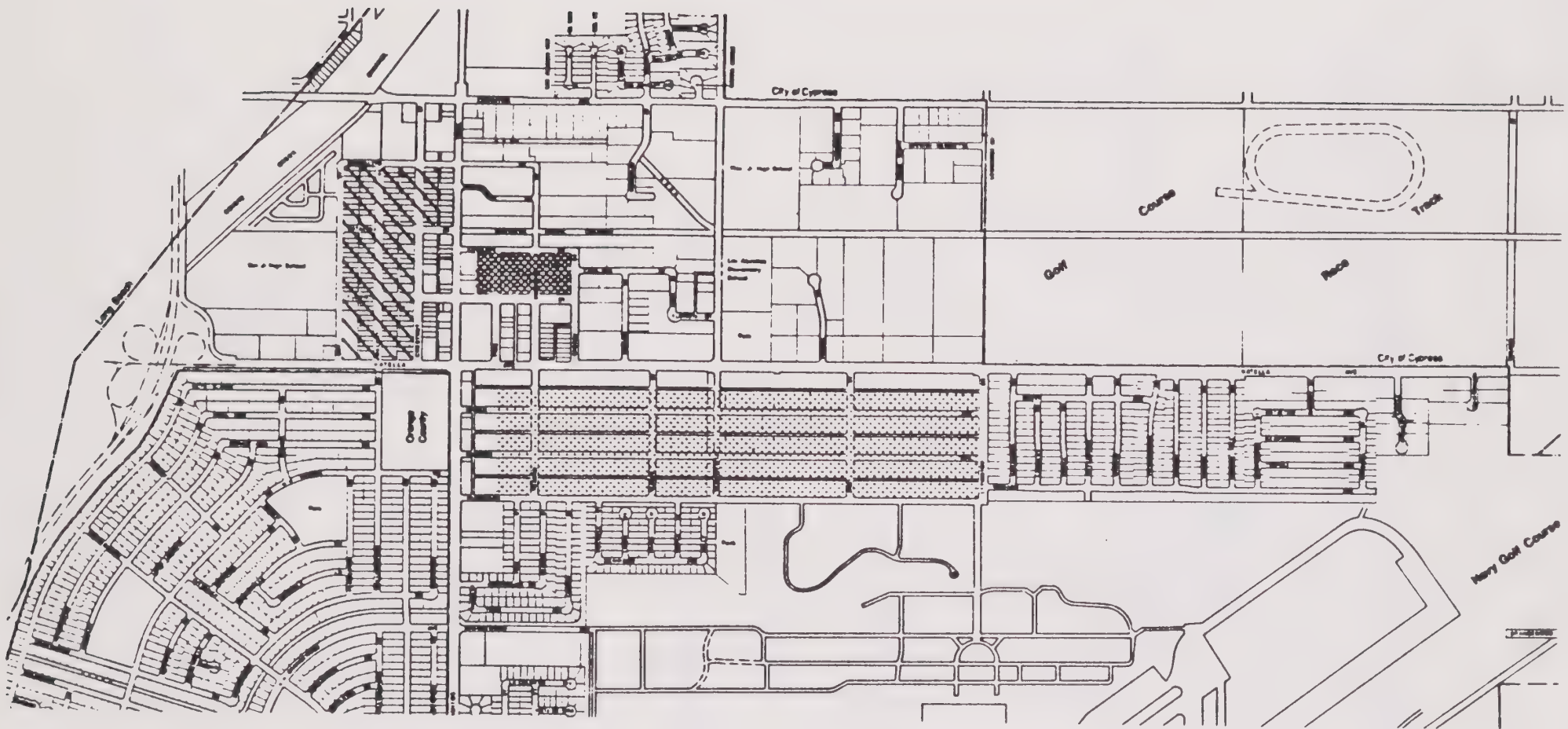
Water Service is provided by the Southern California Water Company. At present, the overall water supply is good. Fire flow is adequate in most areas. Where there is low fire flow, buildings are required to be sprinklered.

### **Study Areas**

The three study areas of prime interest were identified as Old Town East, Old Town West and Apartment Row. While conducting the survey the following characteristics were noted: type of structure on the lot (i.e., duplex, etc.), number of units, vacant parcels, parcels under construction, parcels where an older single-family dwelling could be removed and redeveloped at a higher density, and a general level of housing quality on the basis of percentages for blocks. Exhibit 3 shows the location of the three study areas.







-  OLD TOWN EAST
-  OLD TOWN WEST
-  APARTMENT ROW

# Study Areas CITY OF LOS ALAMITOS GENERAL PLAN PROGRAM







## Old Town West

This area is predominantly residential of varying densities. The zoning for this area is R3. Table II-2 illustrates the land uses found in Old Town West; the area boundaries are shown on Exhibit 4.

**TABLE II-2  
OLD TOWN WEST  
RESIDENTIAL LAND USES**

<u>Type of Housing</u>	<u>Number of Structures</u>	<u>Number of Units</u>
Single-family Dwelling	62	62
2 Units	18	36
3 Units	13	39
4 Units	19	76
5 Units	3	15
6 Units +	7	83
<b>Total:</b>	<b>122</b>	<b>311</b>

### Residential Under Construction

<u>Type</u>	<u>Number of Structures</u>
Single-family Detached	-0-
Multi-family	3

### Commercial Land Use

<u>Type of Establishment</u>	<u>Number</u>
American Legion	1
Commercial center	2
Gas station	1
Business/office	1
	<b>5</b>



**Table II-2 (Continued)**  
**Vacant Land Use Inventory**

<u>Vacant Committed Lots</u>	<u>Commitment</u>
------------------------------	-------------------

1	5 units approved
1	4 units approved
1	Under construction
3	

Vacant Uncommitted Lot

1



## Old Town East

This area, which is shown on Exhibit 5, has a mix of land uses but is predominantly housing. Three zoning categories exist in this area: R2, CF and CO. There are several apartment structures located in this area. These apartments were under construction at the time of the last field reconnaissance and now look well maintained. For the most part, the single-family dwellings are in good condition, yet some could use rehabilitation in the form of general cleaning of the yard and a fresh coat of paint. Table II-3 illustrates the make-up of the land use in Old Town East as of June 1988.

TABLE II-3  
OLD TOWN EAST  
RESIDENTIAL LAND USE INVENTORY

Type of Housing	Number of Structures	Number of Units
Single-family detached	28	28
2 Units	16	32
3 Units	1	3
4 Units	2	8
5 Units	-0-	-0-
6 Units +	4	32
Total:	51	103

### Residential Under Construction

Type	Number of Structures
Single-family Detached	-0-
Multi-family	-0-





**Table II-3 (Continued)**  
**Commercial Land Use Inventory**

<u>Type of Establishment</u>	<u>Number</u>
Offices/Business	6
Church	1
Park	1
Medical office building	1
Music school	1
Commercial center	1
Utilities	1
	<b>12</b>

**Vacant Land Use Inventory**

**Vacant: Committed Lots Commitment**

1	2 units approved
1	Unknown, under construction
<b>2</b>	

**Vacant: Uncommitted Lots**

1	
2	6,000 sq. ft. 3-story office building proposed

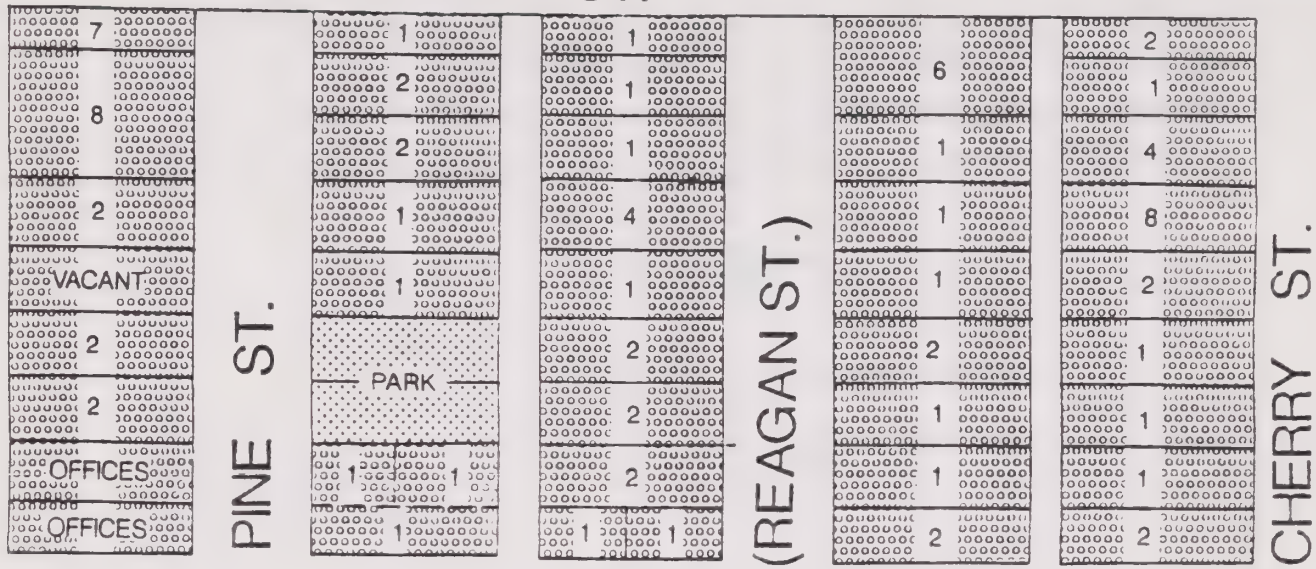


Testing Conditions  
Old Town West  
CITY OF LOS ALAMITOS  
GENERAL PLAN PROGRAM

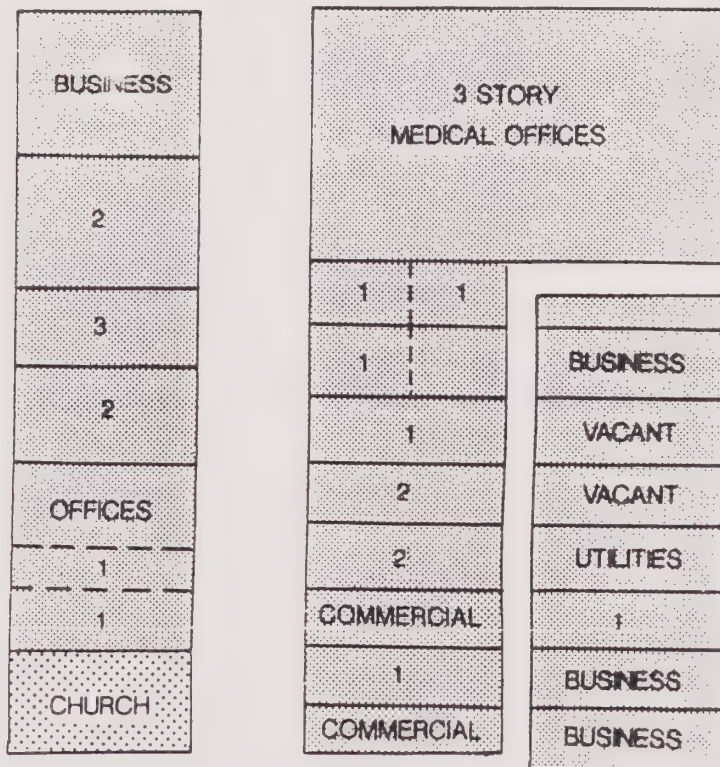




CATALINA ST.



FLORISTA ST.



KATELLA AVE.

## ISSUES

### Bulldout Infrastructure LMFR/MFR/SFR

R2=9,000 sq. ft. for lot area

3,000 sq. ft. for lot area per d.u.

 COMMUNITY FACILITY

 COMMERCIAL/  
PROFESSIONAL OFFICE

 R2/LIMITED MULTIPLE  
FAMILY RESIDENTIAL

2	NUMBER OF UNITS
---	-----------------

UC UNDER CONSTRUCTION

Existing Conditions  
Old Town East  
CITY OF LOS ALAMITOS  
GENERAL PLAN PROGRAM



## Apartment Row

This extensive area is mostly multiple family dwellings and contains some single-family detached and commercial uses. The zoning classifications are R3 and CF. Like the other two areas, some units require minor rehabilitation. Table II-4 illustrates the land uses found in Apartment Row. The area boundaries are shown on Exhibit 6.

TABLE II-4  
APARTMENT ROW

### Residential Land Uses

Type of Housing	Number of Structures	Number of Units
Single-family Detached	37	37
2 Units	24	48
3 Units	72	216
4 Units	102	408
5 Units	47	235
6 Units +	80	756
Total:	362	1,700

### Residential Under Construction

Type	Number
Single-family Detached	-0-
Multi-family	-0-





### Commercial Land Uses

<u>Type</u>	<u>Number</u>
Park	2
School	4
Church	1
Parking	3
General Telephone	1
Office/Business	1
Fire Department	1
	13

### Vacant Land Use Inventory

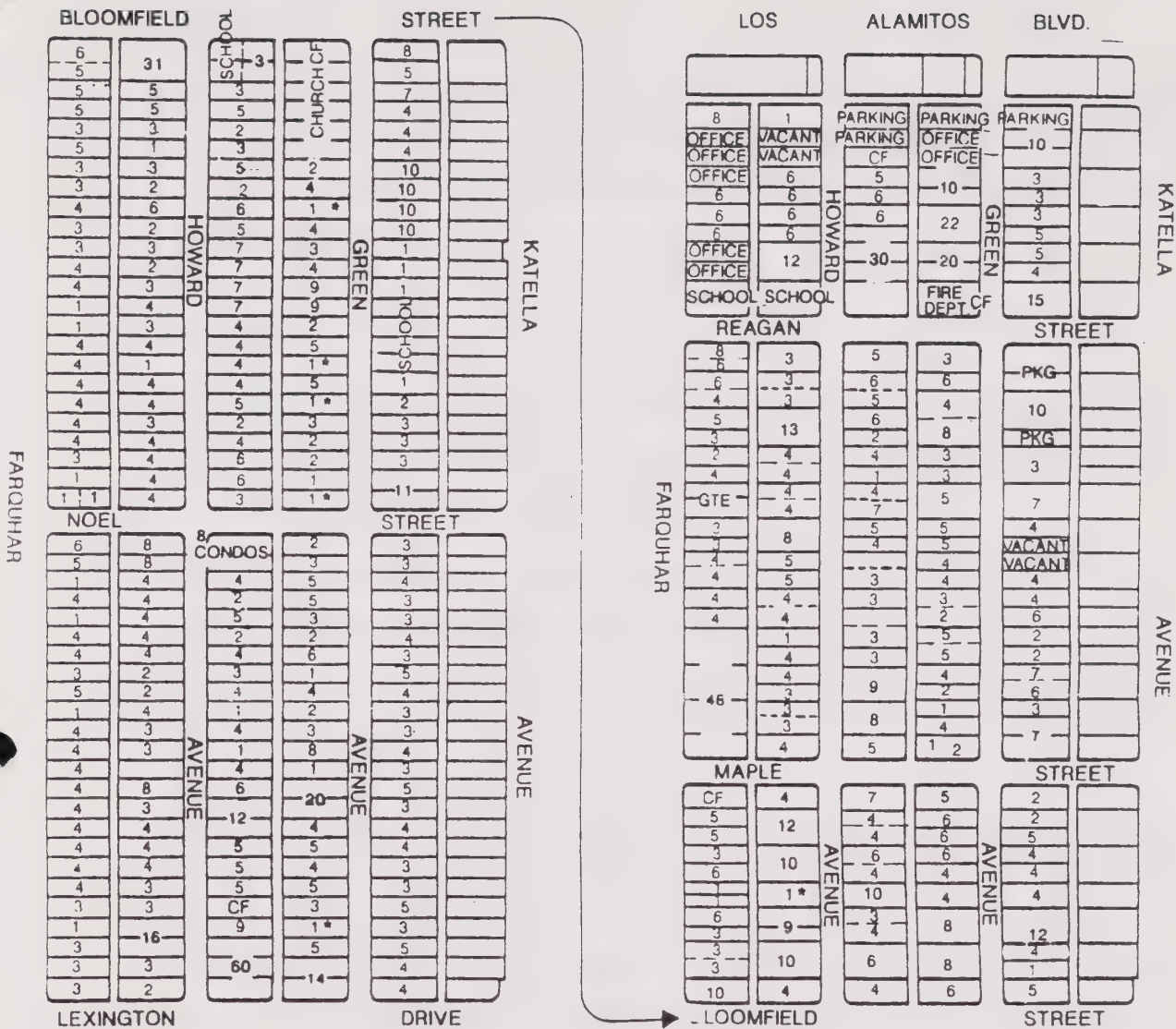
#### Vacant: Committed Lots Commitment

Under construction-unknown	5
----------------------------	---

#### Vacant: Uncommitted Lots

Vacant	2
--------	---





- UC UNDER CONSTRUCTION
- 2 NUMBER OF UNITS
- CF COMMUNITY FACILITY
- PKG PARKING
- \* SUBDIVISION POSSIBLE

Apartment Row Zoned R3/Multiple Family Residential except where Community Facility is indicated

#### ISSUES

- Buildout Infrastructure
- Congested Streets



## **Armed Forces Reserve Center**

### Background

The Los Alamitos Naval Air Station (NAS) commenced operations in 1942. It operated as a Naval facility for several years, then became an Armed Forces Reserve training center. On August 27, 1977, the Armed Forces Reserve Center passed from Navy control to the Department of the Army.

### Existing Setting

The Military Department, State of California currently operates the Armed Forces Reserve Center Los Alamitos by license from the Department of the Army. The government property encompasses 1325.26 acres.

There are 75 employees, including 17 firefighters. The Reserve Center serves all military branches of the Armed Forces. There are approximately 4,800 persons at the facility, of whom 4,700 are tenants. The maximum number of personnel that can utilize the Reserve Center is 5,027. That limit was established through an Environmental Impact Statement (EIS) prepared in 1973.

There is only military air traffic at the Reserve Center. No commercial or general aviation is permitted. While this is primarily a helicopter training facility, AFRC can accommodate any type of Department of Defense flight. AFRC is designated as a disaster response center in the event of a large-scale emergency. In that instance, the State of California Office of Emergency Services would administer base operations. Military related uses include a National University campus located at the Reserve Center. A golf course, operated by the Navy, is also on the Army property.

### Land Use Issue

Since 1970, the Navy has expressed an interest in constructing Navy housing at AFRC. The Office of the Secretary of Defense (OSD) approved an October 1970 Navy plan suggesting the elimination of the runway system and the construction of 2,600 family housing units, four dependent schools and the rehabilitation and construction of required community support facilities. In April 1971, the Army requested OSD to make the runway system available to the Army Reserve for the stationing of an Army Reserve Attack Helicopter Company at NAS Los Alamitos. The Navy determined that Army





helicopter use would reduce the area required for housing and that, therefore, it would not construct the Fleet Reserve Center at Los Alamitos. The OSD solution to the land problem was to direct the transfer of Fort MacArthur to the Navy for use as its Fleet Support Center, and the transfer of Los Alamitos to the Army. The transfer to the Army was accomplished but for a variety of reasons the Navy never obtained Fort MacArthur, which was subsequently given to the Air Force for its housing program.

In 1979, the Department of the Navy was directed by the Assistant Secretary of Defense to study potential long-range DOD family housing sites for the Long Beach/Los Angeles Area. Priority was to be given to DOD property. Studied were 44 potential sites within a one hour commute from the Long Beach Naval Station.

The Navy study displayed AFRC Los Alamitos as the number two preferred housing location. The Navy identified some 22 acres for FY 83 construction, 22 acres for FY 85 construction and an additional 200-250 acres in two parcels for FY 85-87 construction. The Department of the Army non-concurred with this construction and the OSD advised the Navy that the land would not be made available.

"It is the position of the California Department of the Military administrative staff that an unacceptable adverse impact would occur on aviation training, mobilization planning and emergency operations in the event of any construction of housing for any purpose at AFRC Los Alamitos." (The Adjutant General, State of California White Paper, December 1984).

## **Opportunities and Constraints**

### Opportunities

- The AFRC has proved to be a safe and compatible land use. There have been no aircraft accidents in several years. According to the Airport Environs Land Use Plan prepared by the Airport Land Use Commission for Orange County in June 1983, the accident potential zones do not extend beyond the AFRC boundaries.
- The emergency operations capability of the Reserve Center would be an asset to the community in the event of any large scale disaster.



- The Reserve Center provides the community with joint use of Little Cottonwood Park, a 10-acre recreational facility. There is also potential for expanded use of Army recreational facilities.

### Constraints

- Development of Naval housing at AFRC could adversely impact the City of Los Alamitos infrastructure.
- A number of aviation studies related to Orange County have been conducted over the past ten years. Several of these studies considered AFRC as a site for joint use or as a regional airport. Site constraints identified through these studies are indicated in Table II-5.

### Future Trends

- Construction budgeted for the next fiscal year consists of a helicopter flight simulation building. Future projects will be in accordance with the Center's Master Plan. Timing will be dependent on funding. The majority of future construction will consist of replacing older structures with state-of-the-art facilities. No housing construction is proposed.

### Recommendations

- It is recommended that the AFRC boundaries shown on the Land Use Map be changed to delete the area occupied by Navy housing and SWIRL. These uses are not within the AFRC boundaries.
- It shall be the policy of the City of Los Alamitos to require that any housing project proposed at the Armed Forces Reserve Center (AFRC) be served by adequate infrastructure that includes sufficient water, sewer, and drainage capacity as well as proper fire and police protection, schools, circulation and transportation and other essential services. Complete environmental analysis of any significant land use modification at the AFRC will be required to assess the impacts on properties that will be affected and the service capacity of the local community. It will be necessary to address all such pertinent issues in the required documentation under the National Environmental Protection Act (NEPA) and the California Environmental Quality Act (CEQA).
- Any increased military operations at AFRC beyond the current EIS levels or a change in use to commercial, joint use or general aviation would be detrimental to Los Alamitos and surrounding communities.
- Los Alamitos will continue to monitor and participate in airport use studies that could potentially affect future uses at AFRC.



**TABLE II-5  
AFRC SITE CONSTRAINTS**

**1. Source**

Orange County Transportation Plan: July 1982. Blue Ribbon Regional Airport Advisory Committee.

Site Alternative  
Los Alamitos AFRC

Disadvantages of Site:

Airspace conflicts with John Wayne, Fullerton and Long Beach airports; Infeasible to mitigate effectively.

Severe noise impact over existing communities.

Severe congestion of ground transportation.

Existing conflict with the Air Force mission; Infeasible to mitigate.

**2. Source**

Southern California Aviation System Study: Technical Report, July 1980. SCAG.

Airspace Assessments, Airport Facilities, Related Aviation Subjects, Appendix I, September 1980. SCAG.

Conclusions:

The Aviation Work Program Committee of SCAG (AWPC) evaluated seven potential strategies to respond to the predicted capacity shortfall. These were:

- Construction of a new airport;
- Joint military-civilian use of military airports;
- Consolidation of military bases;
- Improving ground access to remote airports;
- Easing constraints at existing air carrier airports;
- Transportation Systems Management;
- Not meeting demand.

Site Alternative:

Seal Beach Naval Weapons Station/Los Alamitos AFRC complex.

Disadvantages of Site:

General airspace saturation during peak periods.

Direct conflict with approach paths to John Wayne, Long Beach and Fullerton airports. Would eliminate IFR operations at those airports during peak periods.





Overwater approach would be limited in use due to tailwinds 116 to 146 days per year.

Severe noise impact caused by overland approach. 29,000 persons and 6 schools inside 65 CNEL (Westminster, Garden Grove, Seal Beach).

Los Alamitos located at core of serious air traffic bottleneck at Seal Beach.

### **3. Source**

Final Environmental Impact Report 508 and Final Environmental Impact Statement for John Wayne Airport Master Plan and Santa Ana Heights Land Use Compatibility Program, Volumes 1 and 2, February 1985. CH2M Hill.

#### Site Alternative:

Los Alamitos Armed Forces Reserve Center (AFRC) joint use.

#### Site Description:

Joint use of existing AFRC airfield; would require runway improvements, new terminal, parking and access facilities.

#### Disadvantages of Site:

Widening of adjacent freeway and arterial systems may be needed.

Significant adverse noise impacts to adjacent residential areas.

Airspace conflicts with Long Beach and Fullerton Airports.

### **4. Source**

Phase I Master Plan of Air Transportation for Orange County, California, July 1968. William L. Pereira & Associates.

#### Site Alternative:

NAS Los Alamitos.

#### Site Description:

Regional airport site. Would be desirable to re-orient runway over open land in Seal Beach Weapons Station.

#### Disadvantages of Site:

Departures would conflict with Long Beach Airport.

Pressures for urban development.

Market service area would overlap Long Beach Airport.





## ISSUES AND OPPORTUNITIES

Land use issues pertaining to the preparation of this General Plan element were identified in several ways, including:

- Field research.
- Executive interviews with the community leadership.
- Town Hall meetings and Study Sessions.
- Public input to the planning process.

### Issues

- There is very little undeveloped residentially zoned land in the planning area. New residential development will occur primarily through the recycling of multi-family zoned land, resulting in the demolition of older single-family residences.
- New growth will occur in multiple family neighborhoods. Single family, commercial and industrial areas are largely built-out.
- Density, infrastructure and parking concerns in the Apartment Row area.
- Commercial/residential interface along Katella Avenue.
- Residential versus commercial land uses along Cerritos and Los Alamitos and Florista and Los Alamitos.
- In the Old Town West area, the following were identified as issues:
  - Increased density if development trend continues.
  - Interface of commercial and residential uses.
  - Loss of structurally sound, more affordable single family housing with commercial development.
- In the Old Town East area, the following were identified as issues:
  - Higher density from Florista Avenue to Catalina would change the character of the neighborhood.
  - Lower density may be incompatible with more intensive uses to the south.
- In the Cerritos Avenue/Los Alamitos Boulevard area, the following were identified as issues :
  - Proximity of non-compatible land uses.



- Multiple Family Residential designation could result in zoning non-conformities.
  - Industrial traffic could impact residential land uses.
- In the Armed Forces Reserve Center Special Study Area, the following were identified as issues:
  - Adverse community impacts resulting from any new residential development.
  - Control of the nature and intensity of land uses at the AFRC.

## Opportunities

- Existing land use categories can be refined to more adequately address current needs and concerns.
- In the Old Town West area, the following were noted as opportunities:
  - Consolidation of properties between Los Alamitos and Chestnut could accommodate larger scale commercial developments.
  - Continued multiple family development will increase the housing stock.
  - More restrictive development standards where transition occurs from commercial to residential.
- In the Old Town East area, the following were considered opportunities:
  - Higher density would result in the loss of structurally sound, moderate priced housing.
  - Increased density would stimulate development, expanding housing opportunities.
  - Single family residential would conserve existing single family homes.
- In the Cerritos Avenue/Los Alamitos Boulevard area, the following were identified opportunities:
  - Multiple family residential use west of Chestnut Street would be compatible with Old Town West and the mobile home park.
  - Residential use would increase housing opportunities.
  - An industrial designation would reflect existing development in the area.



- A Neighborhood Conservation designation and zoning could be developed to facilitate mixed uses.

## ALTERNATIVES

Several General Plan alternatives were considered by the Planning Commission and City Council during the course of the Study Sessions and Town Hall Meetings. The alternatives were considered at two levels: "conceptual" alternatives and alternative courses of action for each of the major study areas. The alternatives are fully described in Technical Appendix A.

After careful consideration and evaluation, the Planning Commission selected a Managed Growth Alternative that:

- Maintained the residential profile of the City's neighborhoods.
- Re-designated a commercial block in the Old Town West area to multiple-family residential. At ultimate build-out, residential development of this block would yield an additional 44 units.
- Re-designated certain areas of the AFRC from "Study Area" to Community and Institutional Uses such as Parks and HEW.

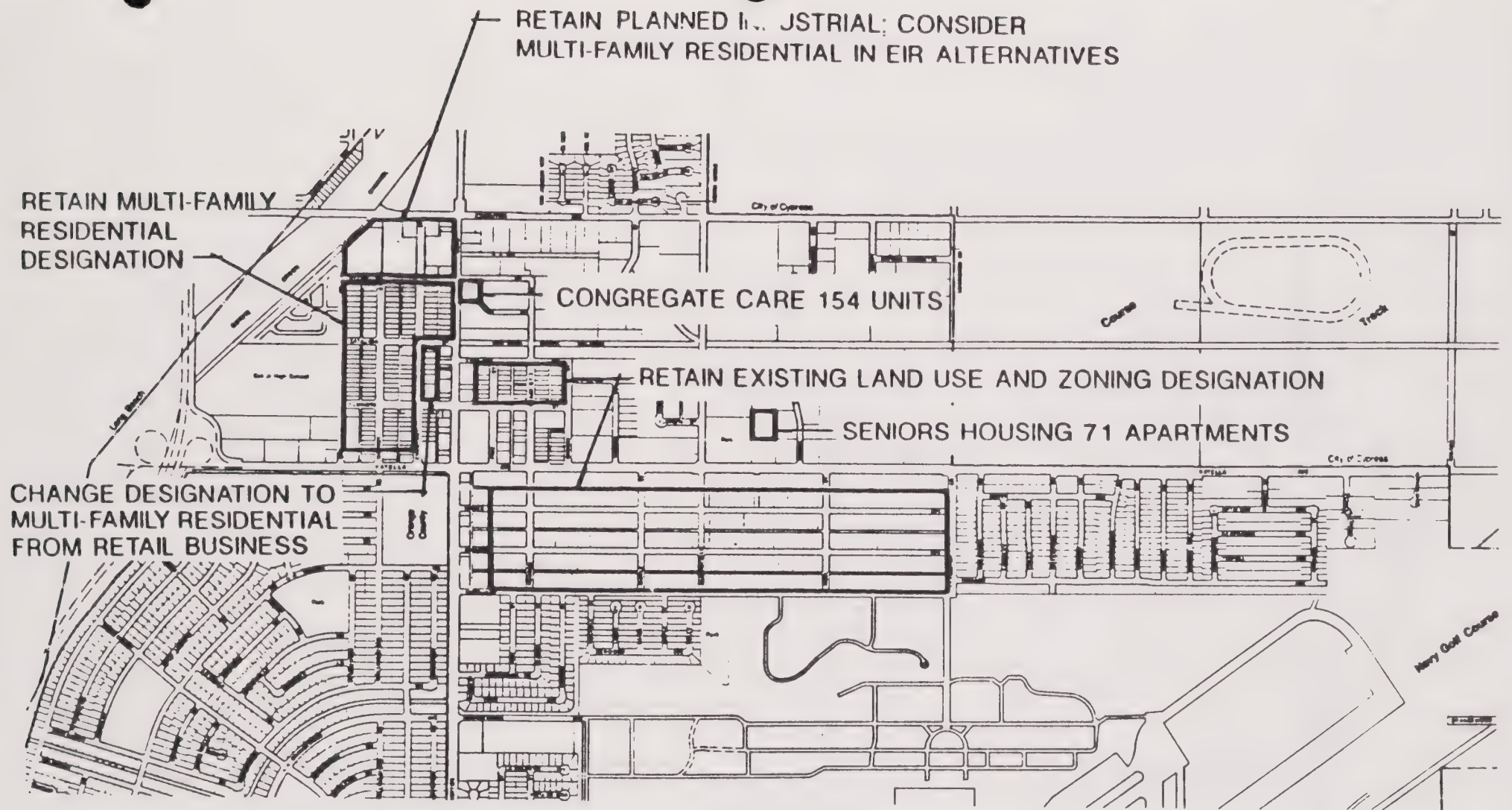
Exhibit 7 shows the basic components of the Managed Growth Alternative for the City of Los Alamitos. (Additional residential development in the area of Los Alamitos Boulevard/Cerritos Avenue is considered in the Environmental Impact Report. The potential yield in this area ranges from 100 to 125 housing units.)

## HOUSING UNIT POTENTIAL/POPULATION FORECAST

New residential development consistent with the Managed Growth Alternative would result in an additional 966 housing units and an estimated population increase of 2,457. This represents an increase of 123 persons over the current General Plan. Tables II-5 and II-6 provide the data on housing unit potential and population increase. The City's estimated population increase equals about 20% of the City's present population. Development to build-out projections would be phased over a period of 20 years.

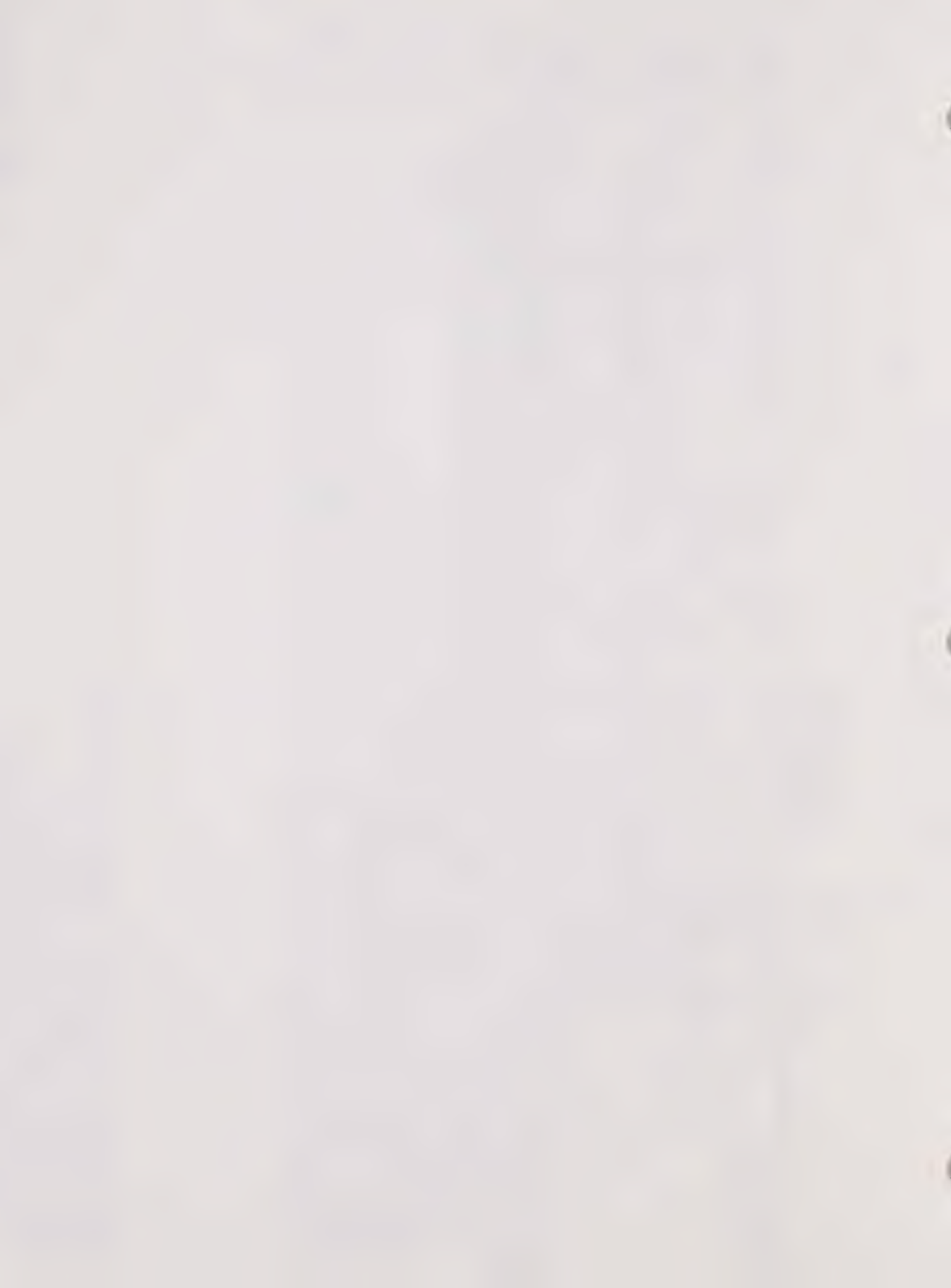






# Managed Growth Alternatives CITY OF LOS ALAMITOS GENERAL PLAN PROGRAM





**TABLE II-6  
HOUSING UNIT POTENTIAL**

<u>Housing Location/Type</u>	<u>Number of Units</u>
• Congregate Area	154
• Old Town East	48
• Old Town West	270
• Apartment Row	423
• 202 Seniors Housing	71
	<b>966</b>

**TABLE II-7  
POPULATION FORECAST**

	<u>Housing Units</u>	<u>Population</u>
Multi-Family	741	2,075
Seniors Housing	<u>225</u>	<u>382</u>
	<b>966</b>	<b>2,457</b>



## GOALS AND POLICIES

This part includes a summary statement of goals and policies based on the 1988 General Plan update. The City's current goals, objectives and policies are contained in Technical Supplement A.

### Goals

- To retain the small town atmosphere in the City as it reaches ultimate build-out.
- To attain a balance of land uses that provide a solid fiscal base for the City's future.
- To encourage the preservation of sound quality single-family homes in neighborhoods undergoing transition.
- To preserve existing land use patterns in the City's sound and stable neighborhoods.
- To guide the orderly transition of land use development in the Apartment Row, Old Town West and Old Town East neighborhoods.
- To develop a land use pattern that meets the basic needs of Los Alamitos residents, including working, living and leisure areas.
- To ensure that all portions of the City are adequately served with essential services, utilities and recreational/open space facilities.

### Policies

- Strictly adhere to the development standards of the Zoning Ordinance, as updated, which includes regulations for landscaping, setbacks, off-street parking, height limitations and density.
- Develop incentives to maintain and preserve, on a voluntary basis, existing single-family dwellings in the City's transitional neighborhoods.
- R • Avoid the development of additional residential development at the AFRC in order to prevent adverse land use and traffic impacts to the City. ?
- Encourage the development of seniors housing to provide a variety of housing types and contribute to meeting the City's affordable housing needs.
- Support the Solid Waste Management Plan of Orange County.
- Encourage recycling activities by supporting a prototype recycling plan to be developed by a contract service agency.



- Carefully review all developer submittals during the review process (e.g., site plans, environmental impact reports) to ensure compliance with the Land Use Element and Zoning Ordinance.
- Prepare an Annual Report, for review by the Planning Commission, which describes planning and development activities as well as how the goals and policies of the Land Use Element have been achieved.
- Avoid residential uses adjacent to commercial or industrial uses which exhibit potentially disturbing noise, air quality, or traffic impacts.
- Review all undeveloped residentially zoned areas within the City each year to assess development opportunities and constraints.
- Evaluate the viability and aesthetic appeal of commercial uses during the project review period.
- Ensure compatibility of development among industrial uses and other land use types. Continue to require architectural review for all non-residential projects.
- Ensure the maintenance of public facilities, including parks, schools and other public buildings and grounds in the City.
- Refine the City's land use categories to meet the goals and policies of this General Plan Element.
- Encourage the maintenance of existing structures through the City Pride Program which presents awards for outstanding examples of attractive, well maintained properties.

## **LAND USE MAP AND CATEGORIES**

The City's updated Land Use Element map is shown on Exhibit 8. The revised definitions of land use categories are contained in Chart II-1. The principal revisions to the 1980 Land Use Element Map, as illustrated in Exhibit 8, are:

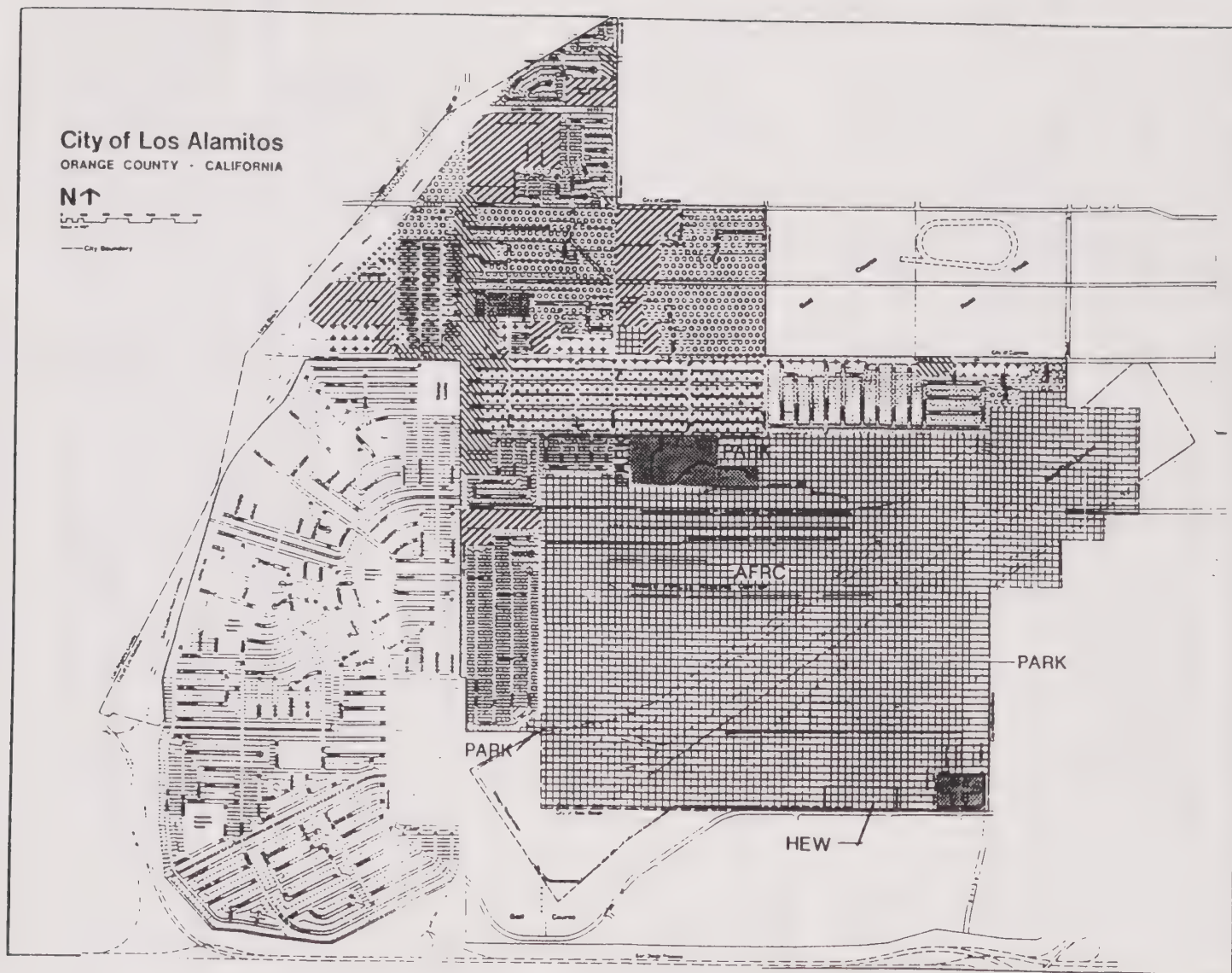
- Re-designation of one single-family block in Old Town West area from "commercial" to "Multiple Family Residential".
- Designation of a "use category" to development at the AFRC.

The major modifications to the Land Use Categories are:

- Re-definition of the land use categories to more closely match the development potential under zoning provisions.
- Refinements to the Community and Institutional Land Use Category.







Land Use Element  
CITY OF LOS ALAMITOS  
GENERAL PLAN PROGRAM



The revised General Plan indicates a Multiple Family Residential designation for the block in Old Town West bounded by Catalina Street to the north, Florista Street to the south, Chestnut Street to the west and an alley to the east.

This block would accommodate an additional 44 units. The area was designated Retail Business in the 1980 Land Use Element for the General Plan, however, that block did not develop in accordance with the General Plan designation. Commercial uses in this area would have no visibility from Los Alamitos Boulevard. Separation of commercial properties along Los Alamitos Boulevard from properties within this block is created by an alley. This discourages the consolidation of properties for larger commercial developments. Consequently, the block has remained in single family residential use. The Multiple Family Residential designation is consistent with land use trends in the surrounding area. The adjacent neighborhood is recycling to multiple family use. The alley will provide a buffer between residential uses and commercial uses along Los Alamitos Boulevard to minimize land use impacts.

The area north of Sausalito Street and west of Chestnut Street was considered for Multiple Family Residential use. It is designated Planned Industrial by the current General Plan. A portion of the property is occupied by an industrial use and 1.68 acres are vacant. The property could accommodate 125 apartment units. There are industrial and commercial uses to the north and east. The area to the south is developed with apartment units.

As apartment units generate a greater number of vehicle trips per day than industrial uses, there would be higher traffic volumes with this alternative.

The proposed 125 unit apartment complex would generate 0.044 cfs or 0.03 cfs less sewage than the existing designated development. No deficiency is foreseen in downstream sewers. However, as no LACWD sewer fronts the property on Sausalito Street or Chestnut Avenue, a new LACWD sewer and connection to the CSD #3 Los Alamitos Subtrunk would have to be built to serve the site. The western end of the property currently has very poor fire flows. A main extension in Sausalito Street from Chestnut Avenue westerly would be needed to bring the flow up about 2500 gpm that would probably be needed for apartments.



Demand for Fire Department services would be slightly higher with this alternative. Most fire service calls are associated with medical aid. Where there is a greater concentration of people, the demand increases. Apartment units are likely to generate less noise but would be more impacted by noise from traffic and nearby industrial uses. Residential development will necessitate special design considerations to mitigate the impacts from the contractor's yard to the north. New development across from the proposed residential property, on the east side of Chestnut would have to be setback 50 feet from the front lot line. Use in the P-M District would have to be developed with a 50 foot front yard setback. The currently required 10 foot setback would have to be increased to 50 feet for the auxiliary building on the Los Altos Trophy site. The additional setback is mandated for properties that are zoned P-M and front on a local street which is a boundary with a Residential Zone. The contractor's yard to the north would become non-conforming as a 300 foot separation is required between a contractor's storage yard and residential uses. The selection of this alternative would create non-conforming uses in the surrounding area.





**CHART I-1  
CITY OF LOS ALAMITOS  
LAND USE ELEMENT OF THE GENERAL PLAN**

**LAND USE CATEGORIES**

Single-Family Residential (1-7.3 du/ac\*) -- detached single-family homes on individual lots and planned unit developments.

Limited Multi-Family (7.4-14.5 du/ac) -- single-family residences, duplexes, triplexes, townhouses, condominiums and apartments.

Multi-Family Residential (14.6-24.9 du/ac) -- all types of development permitted in the less intensive residential categories plus provisions for rest homes, convalescent hospitals and mobile home parks.

Professional Office -- (50% lot coverage, 3:1 FAR\*\*) office uses that include such activities as law, insurance, medical, dental, engineering and financial services.

Retail Business District -- (60% lot coverage, 3:1 FAR) commercial shopping for residential in the local vicinity. This district permits supermarkets, drugstores, personal services and a variety of retail products. General service uses (e.g., auto sales and repair, nurseries, plumbing outlets and home appliance stores) are permitted subject to special review procedures.

Planned Industrial -- (50% lot coverage, 3:1 FAR) light industrial uses encompassing industrial parks, research and development facilities, assembly, distribution, related service uses, and uses permitted in all other commercial categories.

Community and Institutional -- (50% lot coverage, 3:1 FAR) public and quasi-public uses such as the Civic Center, schools, hospitals, fire stations, parks, churches and senior housing at Section 8 market rates for households within Section 8 income criteria as revised annually by the Department of Housing and Urban Development.

Community/Institutional/Parks -- (20% lot coverage, 1:1 FAR) developed parklands.

Community/Institutional/HEW -- (25% lot coverage, 2:1 FAR) a research facility operated by the Federal Department of Health, Education and Welfare.

Community/Institutional/AFRC -- (10% lot coverage, 2:1 FAR) a military training facility supporting all branches of the Armed Forces.

Open Area -- Coyote Creek Channel and the San Gabriel River.

\* Average household size is 2.7 persons.

\*\* Non-residential densities are determined by the maximum lot coverage combined with floor area ratio (FAR), the ratio of gross floor area to buildable lot area.





## GENERAL PLAN/ZONING CONSISTENCY

Under State planning law, "consistency" must exist between the General Plan and zoning. Chart II-2 explains consistency in terms of:

- General Plan Land Use Category
- Related Zoning Districts
- Uses Permitted in the Zoning District



**CHART 1-2  
GENERAL PLAN/ZONING CONSISTENCY MATRIX**

<u>General Plan Land Use</u>	<u>Zoning</u>	<u>Uses (Permitted and Requiring a Conditional Use Permit)</u>
<b><u>Residential</u></b>		
Single Family	R-1	<p>Permitted:</p> <ol style="list-style-type: none"> <li>1. One SFR per site (6 du/ac)</li> </ol> <p>CUP:</p> <ol style="list-style-type: none"> <li>1. Accessory buildings used as guest rooms, providing no cooking facilities.</li> </ol>
Limited Multi-Family	R-2	<p>Permitted:</p> <ol style="list-style-type: none"> <li>1. Single family.</li> <li>2. Two single family, duplexes, triplexes.</li> <li>3. Apartments (single structure) (max. 14 du/ac.)</li> </ol> <p>CUP:</p> <ol style="list-style-type: none"> <li>1. Duplexes, triplexes, multi-family uses where the parcel to be improved is developed with an existing dwelling unit which is to remain.</li> <li>2. Condominiums (max. 14 du/ac.)</li> </ol>
Multi-Family	R-3	<p>Permitted:</p> <ol style="list-style-type: none"> <li>1. SFR</li> <li>2. Duplexes, 2 SFR, triplexes.</li> <li>3. Apartments (single structure) (max. 24 du/ac.)</li> </ol>

\* To be deleted as part of the Zoning Ordinance revision.



CUP:

1. Multi-Family where parcel is developed with existing D.U. which is to remain.
2. Rest homes, convalescent hospitals.
3. Mobile homes, subject to standards.
4. Condominiums (max. 24 du/ac.)
5. Senior housing

Commercial

Professional Office

C-0

Permitted:

1. Professional offices/general offices.
2. Medical, dental offices and clinics.

CUP:

1. Mortuaries
2. Veterinary hospitals (small animals)
3. Hospitals, convalescent homes, rest homes.
4. Senior housing

Retail Business  
Districts

C-G

Permitted:

1. Neighborhood shopping centers.
2. Barber, bakeries (not more than 5 persons employed), drug, book, bank, savings & loan, camera, restaurants, grocery, florist, furniture, gift shop, art, antiques, laundry (including coin-operated) music/records.





CUP:

1. Service stations.
2. General service uses; auto sales and repair, nurseries and greenhouses, home and garden equipment, plumbing, paint stores, fabric stores, shoe repair, bicycles, home appliances, hardware stores.
3. Other uses similar to above.
4. Professional and administrative offices provided that such uses are not located on ground floor.
5. Senior housing

**Industrial**

Planned Industrial  
District

P-M

Permitted:

1. Light Industrial uses (all uses conducted within a completely enclosed building or structure)

CUP:

1. Any use which is similar to the above permitted uses but which requires conditions to eliminate possible adverse impacts.

**Other Districts**

Community and  
Institutional Facilities

C-F

Permitted:

1. Public and parochial schools.
2. Churches.
3. Hospitals.
4. Public facilities, including civic building, libraries, fire stations, parks.



CUP:

1. Senior housing at Section 8 market rates for households within Section 8 income criteria as revised annually.

Open-Area District

O-A

Permitted:

1. Public parks programs, golf courses, country club and bike trails.
2. Agriculture and Flood Control facilities.

Special Study Area

S-A

Permitted:

1. All uses requiring special study and consideration.



**TECHNICAL SUPPLEMENT A  
GOALS, OBJECTIVES AND POLICIES  
1980 LAND USE ELEMENT**

**Goals**

- To develop a land use pattern which meets the basic needs of Los Alamitos residents and workers for essential services, working and living areas, and enjoyment of leisure activities.
- To provide a land use guide and set of standards to compatibility among various land use types.
- To ensure that all portions of the City are properly served with essential services, utilities and recreational/open space facilities through development of a comprehensive program for public improvements.
- To ensure community pride and promote distinctive development in keeping with the environmental character of Los Alamitos.
- To optimize the economic health and vitality of the community through encouragement of compatible commercial and industrial development.

**Objectives and Policies**

1. Residential

Objective 1: To accommodate a variety of residential uses and housing types within the City.

Policy 1.1: Adoption by Zoning Ordinance of residential categories based on net density of units per acre.

Policy 1.2: Include provision of townhouses, patio homes, condominiums, planned unit developments, single-family units and apartments.

Objective 2: To ensure compatibility among specific residential use categories as well as between residential uses and other uses.

Policy 2.1: Encourage the use of multi-family dwelling units as a buffer between low-density residential and other uses.

Policy 2.2: Not allow residential uses adjacent to commercial or industrial uses which exhibit potentially disturbing noise, air quality, or traffic impacts.



Objective 3: To maintain quality residential development.

Policy 3.1: Strictly adhere to the provisions of the Zoning Ordinance which includes regulations for landscaping (both for the total site area as well as for parking areas), setbacks, off-street parking, height limitations, and density.

Policy 3.2: Require that all on-site utilities be placed underground whenever possible.

Objective 4: To preserve the identity of existing residential neighborhoods.

Policy 4.1: Avoid zone changes which might affect the integrity of residential neighborhoods.

Policy 4.2: Review all undeveloped residentially zoned areas within the City once every year to assess why development has not taken place.

## 2. Commercial

Objective 1: To ensure compatibility among various commercial uses as well as between commercial uses and other land use types.

Policy 1.1: Strict adherence to the provisions of the City's Zoning Ordinance.

Policy 1.2: Concentration of convenience shopping areas in specific locations to minimize the spread of "strip commercial" development.

Objective 2: To encourage individuality in design for commercial developments, while retaining the general character of the community.

Policy 2.1: Carefully review developer submittals during the normal review process (e.g., Environmental Impact Reports and Building Permit Applications) to ensure compliance with this objective.

Objective 3: To eliminate existing blighted commercial uses and prevent new uses from having a detrimental impact on the community.

Policy 3.1: Evaluation of the potential viability of proposed commercial uses should be made during the project review process.





Policy 3.2: Commercial uses within the City should be reviewed on a yearly basis and a report summarizing their status in relation to the General Plan should be submitted to the Planning Commission.

### 3. Industrial

Objective 1: To promote planned industrial developments which offer improved environmental and revenue benefits.

Policy 1.1: Require strict conformance with design standards found in the City's Zoning Ordinance including specifications for site coverage, circulation system, landscaping, buffering, outdoor storage, sign control, and building design.

Policy 1.2: Encourage phased developments which limit new construction to economically feasible stages.

Policy 1.3: Detailed review of initial development plans by City staff to minimize delay and to maximize optimum site improvement. (This can probably best be achieved without causing unnecessary delays to developers during normal environmental review procedures.)

Objective 2: To ensure compatibility of development among industrial uses and other land use types.

Policy 2.1: Prohibit residential and most commercial uses from locating in industrially zoned portions of the City.

Policy 2.2: Provide adequate buffer strips between industrial uses and residences.

Policy 2.3: Maintain strict adherence to standards found in the City's Zoning Ordinance which pertain to industrial pollution and "nuisances" (e.g., smoke, noise, odor, vibration, heat, light and industrial waste).

Objective 3: To ensure quality industrial development in established industrial areas within the City.

Policy 3.1: Maintain strict adherence with City standards found in the Zoning Ordinance when applicable to the development of single industrial buildings as well as to expansion or remodeling of an existing industrial use.

Policy 3.2: Industrial uses should be reviewed by City staff on a yearly basis and a report presented to the Planning Commission which identifies industrial development status.



4. Community Facilities/Open Space

Objective 1: To ensure the maintenance of public facilities, including parks, schools, City administrative functions, police and fire protection, and other public and private institutional uses within the City.

Policy 1.1: Maintain and Improve community facilities through careful prioritization of individual projects in the City's Capital Improvement Program and Annual Budget.

Policy 1.2: Actively solicit public participation in the on-going identification of community needs.

Policy 1.3: Provide for annual review and updating (if necessary), of the General Plan's Parks and Open Space Element.



### **III. CIRCULATION ELEMENT**

#### **INTRODUCTION AND BACKGROUND**

##### **General Plan Legislation**

The Circulation Element has been a required element of the General Plan since 1955. Section 65302 (b) of the California Government Code requires:

A Circulation Element consisting of the general location and extent of existing and proposed major thoroughfares, transportation routes, terminals, and other local public utilities and facilities, all correlated with the land use element of the plan.

During the past 20 years, transportation technology has advanced rapidly. This enhanced technology has resulted in an increased emphasis on the provision of a balanced multi-modal transportation system to meet the needs of residents and businesses.





## **Purpose and Function**

The purpose of the Circulation Element is to provide a safe and efficient transportation system for existing and proposed land uses within the community. The Element provides a basis for the orderly pattern of development while minimizing the impact of transportation services on residential neighborhoods and the environmental quality of the community.

## **Relationship to Other General Plan Elements**

The manner in which people and goods move within and through the City is an important factor in maintaining a quality living environment. The Circulation Element must be closely coordinated with the Land Use and Housing Elements to fully utilize the resources of the community. In addition, the Circulation Element is also closely related to the Noise Element. For instance, the Circulation Element prescribes traffic volumes for the various roadways comprising the transportation network, while the Noise Element describes the baseline noise levels which are necessary to achieve noise compatible land uses. In an urban environment, aesthetic elements of a circulation system such as medians, street trees and attractive pedestrian walkways can provide passive open space and positive visual resources. This topic is considered in the Open Space and Conservation Element.

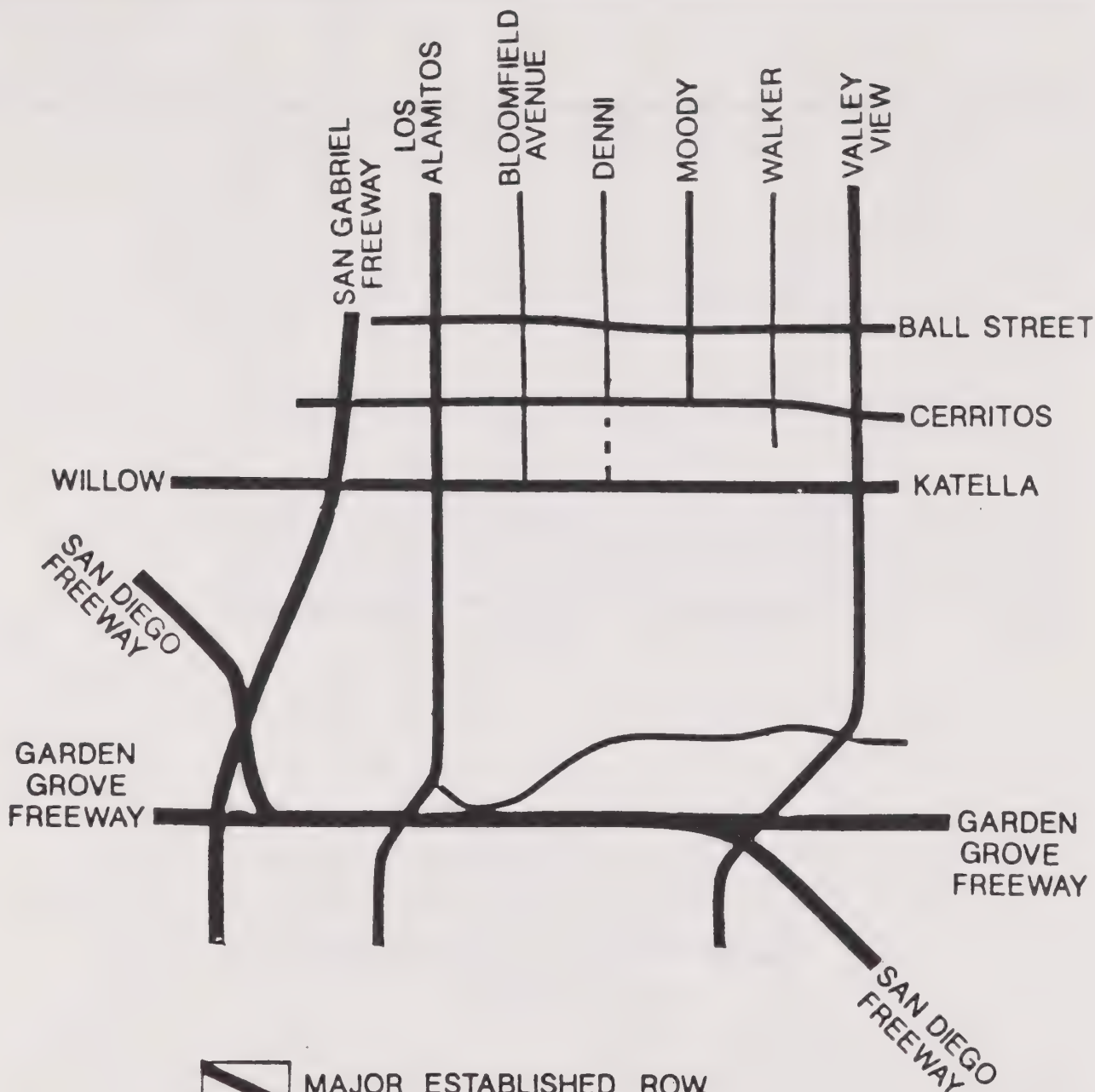
## **CIRCULATION SETTING**





### **Roadway Classifications**

The arterial highways component of the Circulation Element, depicted in Exhibit 9, is part of the County of Orange Master Plan of Arterial Highways (MPAH) that was designed to facilitate the movement of people and goods throughout the entire County. The City of Los Alamitos has adopted the County MPAH, but may process amendments as deemed necessary.

The MPAH designates four classifications of arterial highways, illustrated by Exhibit 10 and defined as follows:





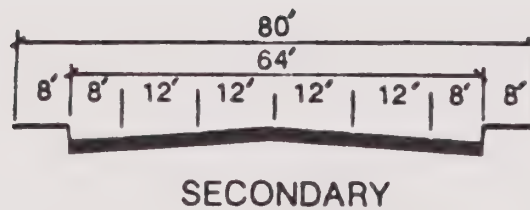
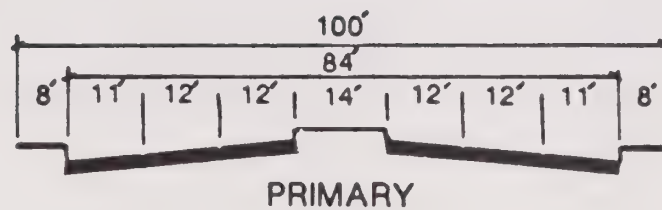
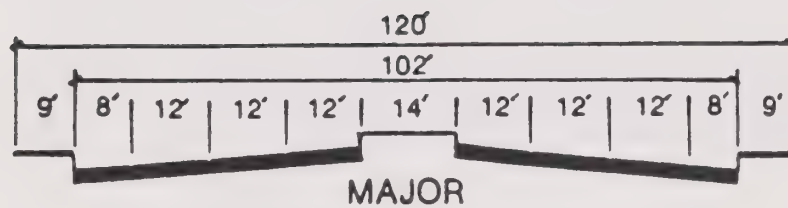
-  MAJOR ESTABLISHED ROW.
-  PRIMARY ESTABLISHED ROW.
-  SECONDARY ESTABLISHED ROW.
-  CONCEPTUALLY PROPOSED SECONDARY

# Master Plan of Arterial Highways

## CITY OF LOS ALAMITOS

### GENERAL PLAN PROGRAM





# Arterial Highway Classification

## CITY OF LOS ALAMITOS

### GENERAL PLAN PROGRAM



- A major arterial highway is designed as a six lane divided roadway, with a typical right of way width of 120 feet. A major is provided to accommodate between 45,000 and 54,000 vehicle trips per day.
- A primary arterial highway is designed as a four lane divided roadway with a typical right of way width of 100 feet. A primary is provided to accommodate between 30,000 and 36,000 vehicle trips per day.
- A secondary arterial highway is designed as a four lane undivided (no median) roadway, with a typical right of way width of 80 feet. A secondary is provided to accommodate between 20,000 and 24,000 vehicle trips per day.
- A commuter arterial highway is designed as a two lane undivided restricted access roadway with a typical right of way width of 60 feet. A commuter is provided to accommodate 10,000 to 15,000 vehicle trips per day.

#### **Average Daily Traffic/Roadway Capacities**

Average daily traffic volumes for 1988 are shown in Exhibit 11. The highest traffic volumes occur along Katella Avenue. This street provides direct access to the I-605 Freeway and a major parallel facility to the I-605 Freeway. Bloomfield Avenue, Los Alamitos Boulevard, and Cerritos Avenue also carry high volumes of traffic.







1988 Traffic Flow Map-  
Average Daily Traffic Volumes  
CITY OF LOS ALAMITOS  
GENERAL PLAN PROGRAM

SOURCE BSI CONSULTANTS, INC.



Average daily traffic are compared to roadway capacity to determine the volume to capacity ratios. As the v/c ratio approaches 1.0, the roadway is reaching its traffic carrying capacity. Traffic volumes and v/c ratios for twelve roadway links are listed in Table III-1. Roadway levels of service (LOS) are rated from A-F with A representing optimum conditions and F representing unacceptable traffic flow conditions. Each service level is described below. Level of Service D is considered acceptable as a General Plan standard.

### Level of Service

- A     Free Flow and low volumes. Drivers can maintain their desired speeds with no delays.
- B     Stable Flow and relatively low volumes. Operating speeds are beginning to be restricted somewhat by traffic conditions.
- C     Stable Flow but speeds and maneuverability are more closely controlled by traffic volumes. This level of service is normally considered the highest suitable for urban design standards.
- D     Approaching Unstable Flow. Increasing traffic volumes with tolerable delay and tolerable operating speeds. The driver's freedom to maneuver is diminishing.
- E     Unstable Flow, low operating speeds and often congestion. Traffic volumes are at or near capacity. This level of service should only be acceptable during peak hour conditions.
- F     Forced Flow, stop-and-go. Both speeds and volumes can drop to zero. Traffic stoppages may occur for short or long periods. The conditions often result in vehicles backing up from one intersection through another.



**TABLE III-1  
EXISTING PEAK HOUR V/C RATIOS**

<u>Link</u>	<u>Arterial</u>	<u>Section</u>	<u>Peak Hour Volume</u>	<u>LOS "C" Capacity</u>	<u>LOS "C" V/C Ratio</u>	<u>LOS "E" Capacity</u>	<u>LOS "E" V/C Ratio</u>
1	Los Alamitos Blvd.	Lampson to Katella	2,659	4,500	0.59	5,400	0.49
2	Los Alamitos Blvd.	Katella to Cerritos	2,245	3,000	0.75	3,600	0.62
3	Los Alamitos Blvd.	Cerritos to Ball	1,350	3,000	0.45	3,600	0.38
4	Bloomfield Ave.	Katella to Cerritos	1,266	2,000	0.63	2,400	0.53
5	Bloomfield Ave.	Cerritos to Ball	1,208	2,000	0.60	2,400	0.50
6	Ball Road	Bloomfield to Los Alamitos	1,550	3,000	0.52	3,600	0.43
7	Cerritos Ave.	Walker to Bloomfield	2,211	3,000	0.74	3,600	0.61
8	Cerritos Ave.	Bloomfield to Los Alamitos	2,286	3,000	0.76	3,600	0.64
9	Cerritos Ave.	Los Alamitos to I-605	2,297	3,000	0.77	3,600	0.64
10	Katella Ave.	Walker to Bloomfield	3,687	4,500	0.82	5,400	0.68
11	Katella Ave.	Bloomfield to Los Alamitos	3,813	4,500	0.85	5,400	0.71
12	Katella Ave.	Los Alamitos to I-605	4,197	4,500	0.93	5,400	0.78





Normal traffic patterns on arterial highways develop peaking characteristics with respect to both time and location. Because these variations in traffic flow represent patterns of travel desire, the adequacy of an arterial network cannot be judged solely by its ability to carry the average daily volume, but also it must be evaluated in terms of its ability to function properly under specified peak loads. The afternoon or p.m. peak hour between 5-6 p.m. is the busiest hour of the day. Approximately 8-11 percent of the average daily traffic travels the arterial links at this time. Peak hour volumes and v/c ratios are shown in Table III-1. All roadway links are currently operating at LOS "C", providing a good level of service.

### **Bikeways**

The Master Plan of Countywide Bikeways (MPCB) identifies three bicycle trails that pass through the City of Los Alamitos. This topic is addressed in detail in the Open Space/Conservation Element.

### **Transit Service**

Transit service is provided in the City by Orange County Transit District (OCTD). Vehicles are scheduled during weekdays largely at 20 minute intervals. It should be noted that bus transfers issued by OCTD are accepted by both Long Beach and Southern California Rapid Transit Districts, thereby facilitating regional transit usage.

### **Railroads**

Rail transportation serves the industrial area north of Katella Avenue and east of Los Alamitos Boulevard. The east-west single track has been in place for many years and is operated by the Southern Pacific Railroad. Railroad crossings exist at Bloomfield Avenue and Reagan Street. There is presently only one railroad operation per day along this line.



## **Airports**

The airport within the Armed Forces Reserve Center, located in the southeastern portion of the City, is utilized for the intermittent delivery of military cargo. The continued limited use of this facility by the military is anticipated by the City. There are no other airport facilities in the City.

## **ISSUES AND OPPORTUNITIES**

### **Issues**

- Substantial traffic will be generated by projects such as the race track property, Bixby Development and Cypress homes which are in proximity to Los Alamitos but outside the City limits. While Los Alamitos has no jurisdiction over these areas, it will be greatly impacted by traffic associated with the above referenced developments.
- Future average daily traffic for the year 2000 (including traffic associated with the racetrack property, Bixby and Cypress Homes) is shown in Exhibit 12. Projected volume to capacity ratios are shown in Table III-2. Roadway link 12 will decrease from Level of Service C to Level of Service E while link 4 will be approaching Level of Service D capacity. Roadway links 7, 8, 9, 10 and 11 will be operating at Level of Service F. Levels E and F are undesirable conditions.
- There is substandard parking in older industrial areas and no room to provide additional parking as the areas are fully developed.
- Older areas of the City such as Carrier Row and Old Town West are in need of street maintenance.
- Development of projects outside the City boundaries will have a far greater impact on the Los Alamitos street system than all development within the City.





2000 Projected Traffic Flow Map-  
Average Daily Traffic Volumes  
CITY OF LOS ALAMITOS  
GENERAL PLAN PROGRAM



**TABLE III-2  
PROJECTED VOLUME TO CAPACITY RATIOS**

<u>Link</u>	<u>Arterial/Section</u>	<u>Projected Volume</u>	<u>LOS "C" Capacity</u>	<u>LOS "C" V/C Ratio</u>	<u>LOS "D" Capacity</u>	<u>LOS "E" Capacity</u>	<u>LOS "E" V/C Ratio</u>
1	Los Alamitos Blvd./ Lampson to Katella	37,600	45,000	0.84	48,600	54,000	0.70
2	Los Alamitos Blvd./ Katella to Cerritos	36,800	45,000	0.82	48,600	54,000	0.68
3	Los Alamitos Blvd./ Cerritos to Ball	27,800	45,000	0.62	48,600	54,000	0.51
4	Bloomfield Ave./ Katella to Cerritos	21,000	20,000	1.05	21,600	24,000	0.88
5	Bloomfield Ave./ Cerritos to Ball	18,100	20,000	0.91	21,600	24,000	0.75
6	Ball Road/ Bloomfield to Los Alamitos	18,800	30,000	0.63	32,400	36,000	0.52
7	Cerritos Ave./ Walker to Bloomfield	40,100	30,000	1.34	32,400	36,000	1.11
8	Cerritos Ave./ Bloomfield to Los Alamitos	40,900	30,000	1.36	32,400	36,000	1.14
9	Cerritos Ave./ Los Alamitos to I-605	39,300	30,000	1.31	32,400	36,000	1.14
10	Katella Ave./ Walker to Bloomfield	55,100	45,000	1.22	48,600	54,000	1.02
11	Katella Ave./ Bloomfield to Los Alamitos	65,900	45,000	1.46	48,600	54,000	1.22
12	Katella Ave./ Los Alamitos to I-605	63,500	60,000	1.06	63,000	70,000	0.91





## Opportunities

- The Fire Department indicates there is adequate emergency access in all portions of the City.
- The California Environmental Quality Act (CEQA) allows Los Alamitos to monitor and comment on projects, in adjacent jurisdictions, that could have circulation impacts of regional significance.
- Establishment of a communication network with neighboring jurisdictions for mutual involvement in planning decisions regarding major development proposals could minimize or mitigate regional impacts.
- The 1988-1989 Capital Improvement Project (CIP) budget designates funding for street improvements at the following locations:
  - Katella, Lexington to Ticonderoga
  - Bloomfield, Cerritos to Ball
  - Green Street
  - Florista Street
  - Carrier Row landscaping median
  - Katella, Siboney to Winner's Circle
  - Katella, Winner's Circle to Walker
  - Ball, west city limits to Walker
  - Essex and Enterprise
  - Oak, Florista to Sausalito
  - Chestnut, Florista to Sausalito

## GOALS AND OBJECTIVES

### Goals

1. To promote the safe and efficient movement of people and goods.
2. To protect residential streets from arterial traffic.
3. To increase the operational efficiency of the circulation system.



## **Objectives**

1. To maintain Level of Service D along all arterials.
2. To improve street surfaces in older neighborhoods.
3. To increase operational safety in areas of high traffic speeds and volumes.

## **IMPLEMENTATION PROGRAM**

### **Policies**

1. To closely monitor new development along roadway links that operate below Level of Service C.
2. To ensure that development proposals provide adequate parking, site access, handicapped access and emergency access.
3. To take a proactive role in developing an interjurisdictional approach to planning for major development projects.
4. To provide planning assistance through the Community Development Department to companies interested in developing transportation management systems.

### **Programs**

- The Hazard Elimination and Safety (HES) Program, administered by Cal Trans, provides grant funds for signal modification, medians and related safety improvements. Applications can be submitted annually. In the past year, Los Alamitos completed four signal modifications with HES funds.
- The City will continue to utilize the following funding sources for roadway improvements:
  - Orange County Unified Transportation Trust (OCUTT) funds are matching funds available from the Orange County Transportation Commission for road construction and maintenance.
  - Gas tax revenues and Community Development Block Grant (CDBG) funds provide sources of funding for neighborhood street improvements.
  - All federal funds and County AHAP funds can be used only for arterial highways. While there is a substantial need for maintenance of local streets, sources of revenue are limited.



- Adjacent communities have been notified by letter that Los Alamitos wishes to provide input regarding large-scale projects that could significantly affect their circulation system.
- A traffic study should be required for any project that would generate 100 peak hour trips in a location adjacent to a roadway operating at Level of Service D or less.
- Continue to implement the County Master Plan of Arterial Highways.
- The Crepe Myrtle has been selected as the official City street tree along Los Alamitos Boulevard. Existing ficus trees will be replaced with Crepe Myrtle as part of the city beautification program.
- Infrastructure improvements to upgrade local streets will consist of repaving, curb and gutter reconstruction and the planting of street trees. These improvements will be provided through CDBG funds.
- Los Alamitos is participating in a regional planning effort with the Cities of West Orange County and Long Beach to resolve traffic related issues. The Southern California Association of Governments has authorized a traffic study of the area bounded by the 710 Freeway, the 91 Freeway, Route 39 and the Pacific Ocean to provide resource data for this group.





## NEWPORT TRAFFIC STUDIES

## 15 MINUTE COUNTS

STREET:KATELLA AVE  
LOCATION:E/O BUNKERHILL DR

DATE 07-21-87

AM			TIME	PM		
EAST BOUND	WEST BOUND	TOTAL		EAST BOUND	WEST BOUND	TOTAL
-----	-----	-----	-----	-----	-----	-----
44	57	101	12:00	253	290	543
39	53	92		340	250	590
36	29	65		311	275	586
54	35	89		293	236	529
36	28	64	1:00	311	250	561
19	24	43		311	241	552
22	29	51		307	244	551
20	16	36		313	266	579
16	20	36	2:00	309	249	558
21	17	38		311	257	568
10	5	15		311	257	568
15	7	22		292	234	526
9	11	20	3:00	295	259	554
11	15	26		382	276	658
14	10	24		358	291	649
6	13	19		415	287	702
8	9	17	4:00	402	346	748
12	28	40		486	362	848
12	82	94		449	293	742
13	139	152		545	375	920
33	130	163	5:00	493	395	888
36	197	233		564	489	1053
51	305	356		521	387	908
81	377	458		542	306	848
95	416	511	6:00	551	289	840
103	411	514		518	269	787
136	412	548		450	243	693
166	426	592		382	219	601
226	383	609	7:00	460	220	680
227	368	595		540	199	739
264	321	585		446	206	652
350	260	610		357	162	519
478	267	745	8:00	288	125	413
349	248	597		223	166	389
302	229	531		242	123	365
240	224	464		231	174	405
217	211	428	9:00	200	136	336
229	232	461		196	175	371
224	221	445		157	139	296
222	194	416		174	134	308
204	220	424	10:00	198	180	378
263	211	474		175	145	320
250	272	522		116	189	305
269	239	508		89	261	350
276	289	565	11:00	96	244	340
264	275	539		80	160	240
298	347	645		84	124	208
285	258	543		57	79	136



24 HOUR VOLUMES  
NEWPORT TRAFFIC STUDIES  
NEWPORT BEACH, CA

STREET: KATELLA AVE  
LOCATION: W/O OAK ST

DATE: 07-28-87

	TIME	EAST BOUND	WEST BOUND	TOTAL
	12:00	124	150	274
	1:00	75	86	161
	2:00	43	75	118
	3:00	39	58	97
	4:00	53	146	199
	5:00	262	815	1,077
	6:00	583	2,199	2,782
	7:00	1,163	2,171	3,334
	8:00	1,200	1,831	3,031
	9:00	962	1,366	2,328
	10:00	1,144	1,337	2,481
AM	11:00	1,340	1,307	2,647
	12:00	1,227	1,378	2,605
PM	1:00	1,360	1,310	2,670
	2:00	1,508	1,329	2,837
	3:00	1,856	1,399	3,255
	4:00	2,175	1,534	3,709
	5:00	2,127	1,530	3,657
	6:00	1,289	1,188	2,477
	7:00	766	931	1,697
	8:00	514	710	1,224
	9:00	352	664	1,016
	10:00	315	635	950
	11:00	202	342	544
	12:00	20,679	24,491	45,170



## NEWPORT TRAFFIC STUDIES

## 15 MINUTE COUNTS

STREET:KATELLA AVE  
LOCATION:W/O OAK ST

DATE 07-28-87

AM				PM		
EAST BOUND -----	WEST BOUND -----	TOTAL -----	TIME -----	EAST BOUND -----	WEST BOUND -----	TOTAL -----
38	48	86	12:00	293	377	670
38	30	68		310	362	672
31	38	69		297	335	632
17	34	51		327	304	631
23	21	44	1:00	355	321	676
15	18	33		356	321	677
14	31	45		313	322	635
23	16	39		336	346	682
7	28	35	2:00	341	344	685
15	24	39		371	295	666
6	14	20		345	352	697
15	9	24		451	338	789
14	14	28	3:00	404	342	746
18	20	38		394	353	747
5	13	18		463	378	841
2	11	13		595	326	921
21	21	42	4:00	644	350	994
9	25	34		560	371	931
9	41	50		489	405	894
14	59	73		482	408	890
24	107	131	5:00	492	447	939
47	167	214		509	408	917
64	271	335		585	352	937
127	270	397		541	323	864
92	427	519	6:00	426	337	763
130	509	639		330	295	625
139	622	761		303	290	593
222	641	863		230	266	496
205	605	810	7:00	260	245	505
262	613	875		188	252	440
295	634	929		154	213	367
401	319	720		164	221	385
363	526	889	8:00	184	185	369
294	477	771		129	202	331
253	446	699		91	170	261
290	382	672		110	153	263
240	358	598	9:00	110	173	283
241	314	555		86	164	250
221	338	559		86	183	269
260	356	616		70	144	214
285	309	594	10:00	70	154	224
273	373	646		96	190	286
271	328	599		86	175	261
315	327	642		63	116	179
284	321	605	11:00	56	120	176
364	320	684		51	84	135
349	317	666		43	72	115
343	349	692		52	66	118



24 HOUR VOLUMES  
NEWPORT TRAFFIC STUDIES  
NEWPORT BEACH, CA

STREET: KATELLA AVE  
LOCATION: E/O LOS ALAMITOS

DATE: 12-21-87

	TIME	EAST BOUND	WEST BOUND	TOTAL
	12:00	179	140	319
	1:00	98	101	199
	2:00	76	59	135
	3:00	48	58	106
	4:00	74	118	192
	5:00	301	607	908
	6:00	693	1,467	2,160
	7:00	1,374	1,361	2,735
	8:00	1,278	1,158	2,436
	9:00	1,124	1,162	2,286
	10:00	1,218	1,203	2,421
AM	11:00	1,385	1,481	2,866
	12:00	1,431	1,512	2,943
PM	1:00	1,511	1,400	2,911
	2:00	1,431	1,416	2,847
	3:00	1,611	1,537	3,148
	4:00	1,991	1,625	3,616
	5:00	1,892	1,636	3,528
	6:00	1,325	979	2,304
	7:00	813	747	1,560
	8:00	647	544	1,191
	9:00	484	526	1,010
	10:00	400	455	855
	11:00	237	224	461
	12:00	21,621	21,516	43,137





## NEWPORT TRAFFIC STUDIES

## 15 MINUTE COUNTS

STREET:KATELLA AVE  
LOCATION:E/O LOS ALAMITOS

DATE 12-21-87

AM				PM		
EAST BOUND	WEST BOUND	TOTAL	TIME	EAST BOUND	WEST BOUND	TOTAL
-----	-----	-----	-----	-----	-----	-----
61	46	107	12:00	325	438	763
40	32	72		356	358	714
43	37	80		351	378	729
35	25	60		399	338	737
29	23	52	1:00	391	318	709
30	22	52		416	369	785
18	37	55		346	342	688
21	19	40		358	371	729
19	16	35	2:00	337	361	698
26	14	40		345	356	701
17	11	28		374	332	706
14	18	32		375	367	742
15	15	30	3:00	374	407	781
14	15	29		353	370	723
12	12	24		425	390	815
7	16	23		459	370	829
4	22	26	4:00	474	376	850
17	21	38		484	377	861
19	31	50		496	428	924
34	44	78		537	444	981
53	78	131	5:00	524	523	1047
71	118	189		439	431	870
78	178	256		478	367	845
99	233	332		451	315	766
99	292	391	6:00	394	312	706
149	401	550		348	250	598
188	402	590		294	193	487
257	372	629		289	224	513
263	347	610	7:00	250	210	460
278	317	595		193	185	378
366	369	735		201	183	384
467	328	795		169	169	338
347	278	625	8:00	166	145	311
335	279	614		176	136	312
295	318	613		158	141	299
301	283	584		147	122	269
288	280	568	9:00	152	123	275
277	283	560		117	126	243
242	290	532		105	130	235
317	309	626		110	147	257
301	295	596	10:00	115	139	254
269	289	558		112	130	242
275	298	573		94	102	196
373	321	694		79	84	163
295	358	653	11:00	82	67	149
377	339	716		57	71	128
369	351	720		52	47	99
344	433	777		46	39	85



24 HOUR VOLUMES  
NEWPORT TRAFFIC STUDIES  
NEWPORT BEACH, CA

STREET: KATELLA AVE  
LOCATION: W/O BLOOMFIELD AVE

DATE: 07-28-87

	TIME	EAST BOUND	WEST BOUND	TOTAL
	12:00			
		198	174	372
	1:00			
		80	102	182
	2:00			
		88	60	148
	3:00			
		42	41	83
	4:00			
		72	123	195
	5:00			
		265	552	817
	6:00			
		623	1,454	2,077
	7:00			
		1,268	1,542	2,810
	8:00			
		1,275	1,199	2,474
	9:00			
		893	1,018	1,911
	10:00			
		982	1,001	1,983
	11:00			
AM		1,118	1,218	2,336
	12:00			
		1,280	1,170	2,450
PM	1:00			
		1,160	1,151	2,311
	2:00			
		1,173	1,121	2,294
	3:00			
		1,436	1,154	2,590
	4:00			
		1,787	1,485	3,272
	5:00			
		1,882	1,333	3,215
	6:00			
		1,640	1,024	2,664
	7:00			
		1,325	832	2,157
	8:00			
		847	732	1,579
	9:00			
		659	709	1,368
	10:00			
		458	693	1,151
	11:00			
		309	690	999
	12:00			
		20,860	20,578	41,438



## NEWPORT TRAFFIC STUDIES

## 15 MINUTE COUNTS

STREET:KATELLA AVE  
LOCATION:W/O BLOOMFIELD AVE

DATE 07-28-87

AM			TIME	PM		
EAST BOUND	WEST BOUND	TOTAL		EAST BOUND	WEST BOUND	TOTAL
-----	-----	-----	-----	-----	-----	-----
45	49	94	12:00	315	332	647
55	42	97		313	278	591
54	48	102		325	279	604
44	35	79		327	281	608
32	29	61	1:00	288	320	608
20	20	40		309	254	563
14	27	41		293	282	575
14	26	40		270	295	565
29	16	45	2:00	277	296	573
24	17	41		319	276	595
13	18	31		266	293	559
22	9	31		311	256	567
13	10	23	3:00	347	291	638
9	11	20		354	296	650
12	12	24		340	306	646
8	8	16		395	261	656
12	15	27	4:00	456	363	819
19	28	47		459	365	824
21	39	60		441	381	822
20	41	61		431	376	807
51	64	115	5:00	500	437	937
52	131	183		458	349	807
70	168	238		464	299	763
92	189	281		460	248	708
89	275	364	6:00	447	294	741
129	360	489		416	263	679
174	414	588		353	248	601
231	405	636	7:00	424	219	643
256	381	637		415	212	627
313	409	722		349	216	565
307	402	709		315	191	506
392	350	742	8:00	246	213	459
391	310	701		238	208	446
312	287	599		240	156	396
310	275	585		180	196	376
262	327	589		189	172	361
242	257	499	9:00	181	183	364
212	242	454		148	193	341
213	267	480		163	168	331
226	252	478		167	165	332
252	247	499	10:00	126	149	275
228	253	481		130	169	299
229	256	485		111	236	347
273	245	518		91	139	230
269	272	541	11:00	91	214	305
299	297	596		74	216	290
257	317	574		82	191	273
293	332	625		62	69	131





24 HOUR VOLUMES  
NEWPORT TRAFFIC STUDIES  
NEWPORT BEACH, CA

STREET: KATELLA AVE  
LOCATION: E/O NOEL ST

DATE: 07-21-87

	TIME	EAST BOUND	WEST BOUND	TOTAL
	12:00			
	1:00	157	220	377
	2:00	82	130	212
	3:00	56	58	114
	4:00	26	34	60
	5:00	32	55	87
	6:00	181	286	467
	7:00	509	1,143	1,652
	8:00	1,224	1,458	2,682
	9:00	1,420	1,129	2,549
	10:00	866	915	1,781
	11:00	934	864	1,798
AM	12:00	1,061	1,037	2,098
PM	1:00	1,182	1,187	2,369
	2:00	1,236	1,021	2,257
	3:00	1,143	1,031	2,174
	4:00	1,234	1,083	2,317
	5:00	1,715	1,364	3,079
	6:00	1,939	1,518	3,457
	7:00	1,772	952	2,724
	8:00	1,801	746	2,547
	9:00	942	585	1,527
	10:00	659	609	1,268
	11:00	486	760	1,246
	12:00	257	1,112	1,369
		20,914	19,297	40,211



## 15 MINUTE COUNTS

STREET:KATELLA AVE  
LOCATION:E/O NOEL ST

DATE 07-21-87

AM				PM		
EAST BOUND	WEST BOUND	TOTAL	TIME	EAST BOUND	WEST BOUND	TOTAL
-----	-----	-----	-----	-----	-----	-----
38	66	104	12:00	262	292	554
42	52	94		344	328	672
36	51	87		304	334	638
41	51	92		272	233	505
35	34	69	1:00	312	229	541
22	31	53		341	270	611
13	23	36		289	259	548
12	42	54		294	263	557
13	24	37	2:00	299	257	556
18	19	37		285	264	549
7	6	13		284	252	536
18	9	27		275	258	533
3	7	10	3:00	249	270	519
8	11	19		313	313	626
10	8	18		324	226	550
5	8	13		348	274	622
7	10	17	4:00	379	272	651
6	8	14		431	350	781
9	11	20		409	368	777
10	26	36		496	374	870
32	26	58	5:00	431	399	830
34	51	85		513	444	957
42	96	138		454	356	810
73	113	186		541	319	860
87	184	271	6:00	529	269	798
105	244	349		479	240	719
148	351	499		418	242	660
169	364	533		346	201	547
246	394	640	7:00	462	212	674
257	351	608		535	208	743
334	334	668		448	164	612
387	379	766		356	162	518
506	306	812	8:00	288	122	410
373	312	685		241	185	426
302	263	565		215	137	352
239	248	487		198	141	339
247	226	473	9:00	183	122	305
228	239	467		155	152	307
201	211	412		165	201	366
190	239	429		156	134	290
207	246	453	10:00	160	184	344
247	182	429		145	209	354
221	204	425		96	176	272
259	232	491		85	191	276
267	257	524	11:00	78	138	216
282	232	514		68	206	274
260	270	530		60	529	589
252	278	530		51	239	290



24 HOUR VOLUMES  
NEWPORT TRAFFIC STUDIES  
NEWPORT BEACH, CA

STREET: KATELLA AVE  
LOCATION: E/O BUNKERHILL DR

DATE: 07-21-87

	TIME	EAST BOUND	WEST BOUND	TOTAL
	12:00			
		173	174	347
	1:00			
		97	97	194
	2:00			
		62	49	111
	3:00			
		40	49	89
	4:00			
		45	258	303
	5:00			
		201	1,009	1,210
	6:00			
		500	1,665	2,165
	7:00			
		1,067	1,332	2,399
	8:00			
		1,369	968	2,337
	9:00			
		892	858	1,750
	10:00			
		986	942	1,928
	11:00			
		1,123	1,169	2,292
AM	12:00			
		1,197	1,051	2,248
	1:00			
		1,242	1,001	2,243
	2:00			
		1,223	997	2,220
	3:00			
		1,450	1,113	2,563
	4:00			
		1,882	1,376	3,258
	5:00			
		2,120	1,577	3,697
	6:00			
		1,901	1,020	2,921
	7:00			
		1,803	787	2,590
	8:00			
		984	588	1,572
	9:00			
		727	584	1,311
	10:00			
		578	775	1,353
	11:00			
		317	607	924
	12:00			
		21,979	20,046	42,025



24 HOUR VOLUMES  
NEWPORT TRAFFIC STUDIES  
NEWPORT BEACH, CA

STREET: FLORISTA ST  
LOCATION: W/O LOS ALAMITOS

DATE: 07-28-87

	TIME	EAST BOUND	WEST BOUND	TOTAL
	12:00	7	9	16
	1:00	3	1	4
	2:00	1	1	2
	3:00	3	1	4
	4:00	5	3	8
	5:00	10	9	19
	6:00	38	24	62
	7:00	56	37	93
	8:00	47	44	91
	9:00	68	39	107
	10:00	62	61	123
	11:00	97	152	249
AM	12:00	93	171	264
PM	1:00	81	183	264
	2:00	115	278	393
	3:00	104	200	304
	4:00	95	58	153
	5:00	130	83	213
	6:00	96	63	159
	7:00	52	45	97
	8:00	41	40	81
	9:00	28	30	58
	10:00	24	23	47
	11:00	14	12	26
	12:00	1,270	1,567	2,837





## NEWPORT TRAFFIC STUDIES

## 15 MINUTE COUNTS

STREET: FLORISTA ST

LOCATION: W/O LOS ALAMITOS

DATE 07-28-87

AM

PM

EAST  
BOUNDWEST  
BOUND

TOTAL

TIME

EAST  
BOUNDWEST  
BOUND

TOTAL

EAST BOUND	WEST BOUND	TOTAL
1	0	1
2	5	7
2	2	4
2	2	4
0	0	0
1	1	2
1	0	1
1	0	1
0	1	1
0	0	0
1	0	1
0	0	0
2	1	3
0	0	0
0	0	0
1	0	1
0	0	0
0	1	1
5	2	7
1	0	1
5	1	6
2	3	5
2	5	7
5	6	11
5	3	8
10	4	14
18	11	29
20	5	25
6	11	17
13	8	21
17	13	30
6	10	16
17	9	26
15	15	30
9	10	19
21	15	36
11	7	18
18	9	27
18	8	26
15	13	28
18	11	29
16	16	32
13	21	34
19	28	47
29	37	66
24	41	65
25	46	71

12:00

1:00

2:00

3:00

4:00

5:00

6:00

7:00

8:00

9:00

10:00

11:00

EAST BOUND	WEST BOUND	TOTAL
22	31	53
23	48	71
28	57	85
20	35	55
19	33	52
26	39	65
17	44	61
19	67	86
31	81	112
26	63	89
37	75	112
21	59	80
27	39	66
28	67	95
16	59	75
33	35	68
16	14	30
23	13	36
27	17	44
29	14	43
32	25	57
36	21	57
38	21	59
24	16	40
24	16	40
23	15	38
21	22	43
28	10	38
8	8	16
11	4	15
16	18	34
17	15	32
9	9	18
7	11	18
11	7	18
14	13	27
8	10	18
5	7	12
3	10	13
12	3	15
8	6	14
5	11	16
7	1	8
4	5	9
4	4	8
1	0	1
6	4	10
3	4	7



24 HOUR VOLUMES  
NEWPORT TRAFFIC STUDIES  
NEWPORT BEACH, CA

STREET: LOS ALAMITOS  
LOCATION: N/O FARQUHAR AVE

DATE: 06-25-67

	TIME	NORTH BOUND	SOUTH BOUND	TOTAL
	12:00	86	39	125
	1:00	16	19	35
	2:00	16	19	35
	3:00	15	36	51
	4:00	42	133	175
	5:00	133	449	582
	6:00	593	519	1,112
	7:00	714	636	1,350
	8:00	905	778	1,683
	9:00	736	803	1,539
	10:00	784	893	1,677
AM	11:00	839	895	1,734
	12:00	865	852	1,717
PM	1:00	828	866	1,694
	2:00	720	1,093	1,813
	3:00	911	1,363	2,274
	4:00	821	1,183	2,004
	5:00	752	759	1,511
	6:00	739	554	1,293
	7:00	621	365	986
	8:00	443	281	724
	9:00	409	203	612
	10:00	384	138	522
	11:00	216	126	342
	12:00	12,588	13,002	25,590



## NEWPORT TRAFFIC STUDIES

## 15 MINUTE COUNTS

STREET: LOS ALAMITOS  
LOCATION: N/O FARQUHAR AVE

DATE 08-25-87

AM				PM		
NORTH BOUND	SOUTH BOUND	TOTAL	TIME	NORTH BOUND	SOUTH BOUND	TOTAL
-----	-----	-----	-----	-----	-----	-----
35	10	45	12:00	205	222	427
19	14	33		219	210	429
20	9	29		235	212	447
12	6	18		206	208	414
9	4	13	1:00	188	207	395
3	3	6		209	212	421
3	6	9		196	228	424
1	6	7		235	219	454
4	2	6	2:00	168	245	413
2	7	9		177	263	440
3	5	8		192	281	473
7	5	12		183	304	487
5	7	12	3:00	232	296	528
3	4	7		226	325	551
5	8	13		195	372	567
2	17	19		258	370	628
8	20	28	4:00	239	340	579
9	28	37		224	304	528
14	38	52		177	284	461
11	47	58		181	255	436
17	60	77	5:00	161	232	393
26	89	115		207	190	397
32	156	188		195	189	384
58	144	202		189	148	337
83	135	218	6:00	201	188	389
118	132	250		179	144	323
199	125	324		188	122	310
193	127	320		171	100	271
201	157	358	7:00	164	94	258
227	157	384		164	105	269
123	137	260		153	81	234
163	185	348		140	85	225
238	184	422	8:00	129	71	200
231	201	432		104	71	175
235	205	440		102	69	171
201	188	389		108	70	178
219	208	427	9:00	113	62	175
167	194	361		97	45	142
178	201	379		104	47	151
172	200	372		95	49	144
204	226	430	10:00	102	31	133
173	231	404		96	42	138
187	234	421		101	36	137
220	202	422		85	29	114
204	228	432	11:00	72	35	107
198	219	417		49	30	79
210	225	435		52	32	84
227	223	450		43	29	72





24 HOUR VOLUMES  
NEWPORT TRAFFIC STUDIES  
NEWPORT BEACH, CA

STREET: LOS ALAMITOS BLVD  
LOCATION: S/O ORANGEWOOD AVE

DATE: 07-21-87

	TIME	NORTH BOUND	SOUTH BOUND	TOTAL
	12:00			
	1:00	161	140	301
	2:00	85	54	139
	3:00	39	35	74
	4:00	36	28	64
	5:00	52	40	92
	6:00	260	132	392
	7:00	712	409	1,121
	8:00	977	614	1,591
	9:00	937	660	1,597
	10:00	803	687	1,490
	11:00	880	813	1,693
AM	12:00	977	898	1,875
PM	1:00	958	922	1,880
	2:00	893	956	1,849
	3:00	1,018	968	1,986
	4:00	1,076	969	2,045
	5:00	1,166	1,288	2,454
	6:00	1,046	1,562	2,608
	7:00	918	1,220	2,138
	8:00	790	861	1,651
	9:00	627	686	1,313
	10:00	596	510	1,106
	11:00	401	358	759
	12:00	246	256	502
		=====	=====	=====
		15,654	15,066	30,720



## NEWPORT TRAFFIC STUDIES

## 15 MINUTE COUNTS

STREET: LOS ALAMITOS BLVD  
 LOCATION: S/O ORANGEWOOD AVE

DATE 07-21-87

AM			TIME	PM		
NORTH BOUND	SOUTH BOUND	TOTAL		NORTH BOUND	SOUTH BOUND	TOTAL
-----	-----	-----	-----	-----	-----	-----
53	49	102	12:00	246	234	480
42	34	76		237	229	466
41	30	71		240	237	477
25	27	52		235	222	457
30	17	47	1:00	243	236	479
21	9	30		219	244	463
9	18	27		226	231	457
25	10	35		205	245	450
12	13	25	2:00	228	236	464
11	8	19		234	248	482
5	11	16		251	220	471
11	3	14		305	264	569
5	6	11	3:00	284	215	499
9	6	15		263	244	507
11	10	21		266	251	517
11	6	17		263	259	522
11	6	17	4:00	270	273	543
7	6	15		295	340	635
15	15	30		277	331	608
19	11	30		324	344	668
45	16	61	5:00	257	396	653
41	23	64		288	401	689
75	37	112		243	406	649
99	56	155		258	359	617
152	65	217	6:00	240	347	587
183	95	278		237	315	552
178	107	285		234	281	515
199	142	341		207	277	484
201	146	347	7:00	203	229	432
249	158	407		197	229	426
300	147	447		211	208	419
227	163	390		179	195	374
195	169	364	8:00	154	203	357
216	141	357		162	183	345
276	162	438		144	157	301
250	188	438		167	143	310
196	157	353	9:00	186	130	316
193	186	379		148	121	269
197	158	355		144	133	277
217	186	403		118	126	244
183	193	376	10:00	109	98	207
233	209	442		109	94	203
239	214	453		97	97	194
225	197	422		86	69	155
236	221	457	11:00	62	76	138
241	216	457		86	58	144
248	228	476		55	73	128
252	233	485		43	49	92



NEWPORT TRAFFIC STUDIES  
NEWPORT BEACH, CA

STREET: LOS ALAMITOS BLVD  
LOCATION: N/O CATALINA

DATE: 08-25-87

	TIME	NORTH BOUND	SOUTH BOUND	TOTAL
	12:00	93	80	173
	1:00	59	40	99
	2:00	31	26	57
	3:00	34	33	67
	4:00	68	48	116
	5:00	208	264	472
	6:00	577	581	1,158
	7:00	647	700	1,347
	8:00	619	785	1,404
	9:00	737	769	1,506
	10:00	745	788	1,533
AM	11:00	902	980	1,882
	12:00	925	979	1,904
PM	1:00	894	981	1,875
	2:00	978	874	1,852
	3:00	1,015	930	1,945
	4:00	1,125	1,065	2,190
	5:00	928	1,200	2,128
	6:00	757	922	1,679
	7:00	559	695	1,254
	8:00	433	425	858
	9:00	387	308	695
	10:00	282	226	508
	11:00	162	147	309
	12:00	13,165	13,846	27,011



## NEWPORT TRAFFIC STUDIES

## 15 MINUTE COUNTS

STREET: LOS ALAMITOS BLVD  
LOCATION: N/O CATALINA

DATE 08-25-87

AM			TIME	PM		
NORTH BOUND	SOUTH BOUND	TOTAL		NORTH BOUND	SOUTH BOUND	TOTAL
-----	-----	-----	-----	-----	-----	-----
33	28	61	12:00	239	250	489
23	22	45		222	246	468
16	16	32		223	259	482
21	14	35		241	224	465
15	11	26	1:00	217	216	433
19	12	31		234	251	485
15	8	23		219	255	474
10	9	19		224	259	483
6	13	19	2:00	234	189	423
7	6	13		225	232	457
8	4	12		280	213	493
10	3	13		239	240	479
12	10	22	3:00	260	236	496
5	11	16		247	225	472
8	7	15		235	214	449
9	5	14		273	255	528
13	2	15	4:00	241	278	519
10	9	19		293	240	533
22	15	37		316	279	595
23	22	45		275	268	543
33	46	79	5:00	252	291	543
51	47	98		246	318	564
58	78	136		226	318	544
66	93	159		204	273	477
112	128	240	6:00	203	268	471
120	117	237		179	224	403
161	140	301		199	231	430
184	196	380		176	199	375
182	152	334	7:00	153	188	341
164	159	323		141	179	320
147	180	327		149	173	322
154	209	363		116	155	271
164	217	381	8:00	115	138	253
153	201	354		106	105	211
158	184	342		97	106	203
144	183	327		115	76	191
188	196	384	9:00	100	97	197
167	174	341		93	71	164
185	191	376		101	74	175
197	208	405		93	66	159
166	200	366	10:00	90	67	157
195	198	393		73	54	127
192	198	390		62	61	123
192	192	384		57	44	101
207	240	447	11:00	55	48	103
235	259	494		53	44	97
222	221	443		30	30	60
238	260	498		24	25	49





24 HOUR VOLUMES  
NEWPORT TRAFFIC STUDIES  
NEWPORT BEACH, CA

STREET: LOS ALAMITOS BLVD  
LOCATION: BTWN SERPNTN/SAUSLTO

DATE: 12-21-87

	TIME	NORTH BOUND	SOUTH BOUND	TOTAL
	12:00	155	104	259
	1:00	74	52	126
	2:00	56	39	95
	3:00	28	22	50
	4:00	38	61	99
	5:00	103	274	377
	6:00	318	535	853
	7:00	495	665	1,160
	8:00	575	782	1,357
	9:00	717	825	1,542
	10:00	857	932	1,789
AM	11:00	917	1,005	1,922
	12:00	1,047	1,126	2,173
PM	1:00	1,013	1,093	2,106
	2:00	1,039	995	2,034
	3:00	1,097	998	2,095
	4:00	1,124	1,254	2,378
	5:00	1,054	1,276	2,330
	6:00	748	835	1,583
	7:00	566	547	1,113
	8:00	455	373	828
	9:00	388	335	723
	10:00	366	284	650
	11:00	235	150	385
	12:00	13,465	14,562	28,027



## NEWPORT TRAFFIC STUDIES

## 15 MINUTE COUNTS

STREET: LOS ALAMITOS BLVD  
LOCATION: BTWN SERPNTN/SAUSLTO

DATE 12-21-87

AM			TIME	PM		
NORTH BOUND	SOUTH BOUND	TOTAL		NORTH BOUND	SOUTH BOUND	TOTAL
-----	-----	-----	-----	-----	-----	-----
52	34	86	12:00	264	308	572
40	29	69		280	283	563
41	18	59		244	264	508
22	23	45		259	271	530
19	17	36	1:00	261	286	547
25	11	36		264	271	535
14	12	26		240	262	502
16	12	28		248	274	522
23	13	36	2:00	258	235	493
13	8	21		256	266	522
8	8	16		250	248	498
12	10	22		275	246	521
9	4	13	3:00	261	249	510
6	7	13		259	222	481
6	9	15		302	252	554
7	2	9		275	275	550
11	12	23	4:00	301	328	629
5	6	11		278	275	553
5	17	22		300	337	637
17	26	43		245	314	559
18	35	53	5:00	328	344	672
27	55	82		253	334	587
26	84	110		253	317	570
32	100	132		220	281	501
56	102	158	6:00	200	262	462
56	109	165		192	220	412
91	156	247		176	175	351
115	168	283		180	178	358
106	149	255	7:00	151	148	299
121	160	281		166	130	296
120	159	279		122	149	271
148	197	345		127	120	247
121	196	317	8:00	118	88	206
129	195	324		109	91	200
152	192	344		122	95	217
173	199	372		106	99	205
191	204	395	9:00	107	88	195
177	193	370		102	80	182
188	202	390		87	84	171
161	226	387		92	83	175
212	230	442	10:00	106	72	178
197	224	421		101	90	191
252	212	464		83	67	150
196	266	462		76	55	131
209	229	438	11:00	68	53	121
225	218	443		54	39	93
228	251	479		62	35	97
255	307	562		51	23	74



24 HOUR VOLUMES  
NEWPORT TRAFFIC STUDIES  
NEWPORT BEACH, CA

STREET: LOS ALAMITOS BLVD  
LOCATION: N/O CERRITOS AVE

DATE: 07-21-87

	TIME	NORTH BOUND	SOUTH BOUND	TOTAL
	12:00			
	1:00	59	52	111
	2:00	17	35	52
	3:00	9	28	37
	4:00	42	17	59
	5:00	100	66	166
	6:00	292	237	529
	7:00	391	489	880
	8:00	367	691	1,058
	9:00	475	616	1,091
	10:00	574	521	1,095
	11:00	629	569	1,198
AM	12:00	583	613	1,196
PM	1:00	618	636	1,254
	2:00	737	635	1,372
	3:00	707	622	1,329
	4:00	643	641	1,284
	5:00	589	761	1,350
	6:00	547	687	1,234
	7:00	433	658	1,091
	8:00	410	480	890
	9:00	384	349	733
	10:00	253	245	498
	11:00	170	185	355
	12:00	90	99	189
		9,119	9,932	19,051





## NEWPORT TRAFFIC STUDIES

## 15 MINUTE COUNTS

STREET: LOS ALAMITOS BLVD  
LOCATION: N/O CERRITOS AVE

DATE 07-21-87

AM			TIME	PM		
NORTH BOUND	SOUTH BOUND	TOTAL		NORTH BOUND	SOUTH BOUND	TOTAL
-----	-----	-----	-----	-----	-----	-----
12	22	34	12:00	141	139	280
17	11	28		156	164	320
19	11	30		163	175	338
11	8	19		158	158	316
4	11	15	1:00	164	169	333
7	10	17		182	144	326
4	7	11		198	161	359
2	7	9		193	161	354
4	11	15	2:00	187	146	333
0	7	7		179	138	317
5	6	11		181	166	347
0	4	4		160	172	332
6	5	11	3:00	168	158	326
11	6	17		159	162	321
11	5	16		162	146	308
14	1	15		154	175	329
12	10	22	4:00	157	183	340
19	9	28		146	166	312
32	18	50		141	213	354
37	29	66		145	199	344
57	32	89	5:00	143	191	334
69	56	125		139	176	315
80	57	137		130	146	276
86	92	178		135	174	309
97	95	192	6:00	110	185	295
108	99	207		119	173	292
94	149	243		105	149	254
92	146	238		99	151	250
84	125	209	7:00	96	146	242
83	175	258		109	114	223
104	180	284		94	124	218
96	211	307		111	96	207
99	149	248	8:00	111	105	216
112	164	276		97	98	195
144	141	285		96	82	178
120	162	282		80	64	144
159	123	282	9:00	59	69	128
107	133	240		53	57	110
157	123	280		75	62	137
151	142	293		66	57	123
144	141	285	10:00	58	60	118
151	134	285		50	48	98
165	138	303		27	47	74
169	156	325		35	30	65
150	165	315	11:00	25	23	48
150	151	301		29	27	56
152	142	294		18	26	44
131	155	286		18	23	41



## NEWPORT TRAFFIC STUDIES

## 15 MINUTE COUNTS

STREET: FARQUHAR AVE  
LOCATION: E/O CHERRY ST

DATE 07-21-87

AM			TIME	PM		
EAST BOUND	WEST BOUND	TOTAL		EAST BOUND	WEST BOUND	TOTAL
-----	-----	-----	-----	-----	-----	-----
11	3	14	12:00	61	84	145
12	6	18		65	79	144
6	5	11		73	85	158
11	6	17		52	60	112
3	4	7	1:00	64	75	139
7	3	10		55	60	115
1	4	5		49	77	126
2	5	7		58	88	146
5	2	7	2:00	53	57	110
4	3	7		51	58	109
2	2	4		57	64	121
1	2	3		62	62	124
1	0	1	3:00	73	94	167
0	0	0		54	68	122
2	1	3		70	58	128
1	1	2		72	75	147
3	3	6	4:00	69	72	141
1	4	5		77	90	167
2	4	6		88	89	177
1	8	9		82	84	166
3	5	8	5:00	102	70	172
4	12	16		99	81	180
3	14	17		108	73	181
6	22	28		78	89	167
6	21	27	6:00	106	80	186
12	33	45		70	69	139
10	58	68		63	69	132
28	42	70		68	70	138
22	38	60	7:00	80	73	153
23	61	84		66	54	120
21	53	74		46	53	99
49	67	116		54	51	105
40	62	102	8:00	54	56	110
28	55	83		61	58	119
38	58	96		58	43	101
43	55	98		52	40	92
48	51	99	9:00	36	40	76
24	40	64		50	40	90
43	43	86		29	34	63
38	56	94		41	43	84
38	51	89	10:00	33	34	67
56	46	102		29	24	53
53	83	136		23	19	42
65	71	136		32	23	55
41	73	114	11:00	12	12	24
56	71	127		11	10	21
43	72	115		14	9	23
49	67	116		11	10	21



## NEWPORT TRAFFIC STUDIES

## 15 MINUTE COUNTS

STREET: FARQUHAR ST  
LOCATION: E/O NOEL ST

DATE 07-21-87

AM			TIME	PM		
EAST BOUND	WEST BOUND	TOTAL		EAST BOUND	WEST BOUND	TOTAL
-----	-----	-----	-----	-----	-----	-----
1	6	7	12:00	19	42	61
2	5	7		25	46	71
1	4	5		21	37	58
2	3	5		30	41	71
2	3	5	1:00	26	32	58
1	2	3		29	28	57
0	3	3		32	33	65
0	4	4		28	36	64
1	2	3	2:00	25	31	56
0	2	2		19	27	46
0	2	2		24	30	54
0	2	2		20	24	44
0	0	0	3:00	23	29	52
0	1	1		31	22	53
1	0	1		35	26	61
0	0	0		29	29	58
1	1	2	4:00	27	42	69
4	4	8		28	44	72
0	1	1		24	42	66
0	6	6		15	45	60
0	5	5	5:00	32	35	67
0	5	5		23	48	71
1	7	8		22	57	79
1	8	9		16	41	57
3	17	20	6:00	15	40	55
4	17	21		15	35	50
4	19	23		12	49	61
9	21	30		18	43	61
5	16	21	7:00	20	41	61
7	27	34		16	34	50
8	20	28		8	20	28
8	30	38		12	35	47
11	27	38	8:00	14	29	43
9	19	28		6	37	43
3	27	30		9	31	40
7	18	25		4	26	30
7	16	23	9:00	5	22	27
10	10	20		8	34	42
8	22	30		2	19	21
4	15	19		13	23	36
5	28	33	10:00	2	36	38
10	36	46		5	15	20
13	41	54		5	18	23
11	30	41		5	14	19
9	42	51	11:00	1	10	11
15	33	48		0	10	10
10	40	50		1	11	12
16	39	55		3	8	11



24 HOUR VOLUMES  
NEWPORT TRAFFIC STUDIES  
NEWPORT BEACH, CA

STREET: BLOOMFIELD ST  
LOCATION: N/O SAN BONITO

DATE: 07-22-87

	TIME	NORTH BOUND	SOUTH BOUND	TOTAL
	12:00	72	12	84
	1:00	37	9	46
	2:00	13	8	21
	3:00	12	27	39
	4:00	17	117	134
	5:00	51	292	343
	6:00	125	425	550
	7:00	249	418	667
	8:00	221	324	545
	9:00	287	325	612
	10:00	323	364	687
AM	11:00	427	391	818
	12:00	369	334	703
PM	1:00	347	315	662
	2:00	374	345	719
	3:00	501	418	919
	4:00	704	481	1,185
	5:00	642	387	1,029
	6:00	484	327	811
	7:00	319	211	530
	8:00	299	179	478
	9:00	263	116	379
	10:00	175	57	232
	11:00	133	41	174
	12:00	6,444	5,923	12,367





## NEWPORT TRAFFIC STUDIES

## 15 MINUTE COUNTS

STREET: BLOOMFIELD ST  
LOCATION: N/O SAN BONITO

DATE 07-22-87

AM			TIME	PM		
NORTH BOUND -----	SOUTH BOUND -----	TOTAL -----		NORTH BOUND -----	SOUTH BOUND -----	TOTAL -----
15	2	17	12:00	111	86	197
22	3	25		92	83	175
19	6	25		92	82	174
16	1	17		74	83	157
13	7	20	1:00	95	79	174
4	2	6		97	65	162
6	0	6		81	91	172
14	0	14		74	80	154
8	0	8	2:00	96	105	201
2	5	7		79	74	153
1	0	1		99	77	176
2	3	5		100	89	189
3	3	6	3:00	126	101	227
2	9	11		115	95	210
1	4	5		131	112	243
6	11	17		129	110	239
2	14	16	4:00	144	121	265
4	31	35		177	133	310
4	29	33		196	127	323
7	43	50		187	100	287
7	60	67	5:00	193	95	288
11	67	78		173	85	258
13	65	78		154	103	257
20	100	120		122	104	226
23	78	101	6:00	130	104	234
27	110	137		134	81	215
28	104	132		129	76	205
47	133	180		91	66	157
61	132	193	7:00	105	58	163
59	84	143		77	64	141
51	92	143		74	49	123
78	110	188		63	40	103
67	86	153	8:00	94	42	136
42	82	124		78	54	132
62	76	138		64	52	116
50	80	130		63	31	94
65	82	147	9:00	66	41	107
84	84	168		37	31	68
59	72	131		89	21	110
79	87	166		71	23	94
89	99	188	10:00	40	20	60
76	86	162		47	15	62
67	93	160		48	11	59
91	86	177		40	11	51
93	102	195	11:00	48	13	61
117	100	217		33	12	45
107	90	197		29	7	36
110	99	209		23	9	32



24 HOUR VOLUMES  
NEWPORT TRAFFIC STUDIES  
NEWPORT BEACH, CA

STREET: BLOOMFIELD ST  
LOCATION: N/O BALL RD

DATE: 09-02-87

	TIME	NORTH BOUND	SOUTH BOUND	TOTAL
	12:00			
	1:00	74	25	99
	2:00	41	18	59
	3:00	15	10	29
	4:00	17	7	24
	5:00	21	23	44
	6:00	66	103	169
	7:00	167	319	486
	8:00	360	513	873
	9:00	307	380	687
	10:00	351	252	603
	11:00	401	279	680
AM	12:00	499	311	810
PM	1:00	567	308	875
	2:00	443	306	749
	3:00	534	282	816
	4:00	560	302	862
	5:00	668	369	1,037
	6:00	721	393	1,114
	7:00	507	297	804
	8:00	438	250	688
	9:00	349	185	534
	10:00	273	148	421
	11:00	205	101	306
	12:00	126	48	174
		=====	=====	=====
		7,714	5,229	12,943



24 HOUR VOLUMES  
NEWPORT TRAFFIC STUDIES  
NEWPORT BEACH, CA

STREET: BLOOMFIELD ST  
LOCATION: N/O HOWARD AVE

DATE: 07-21-87

	TIME	NORTH BOUND	SOUTH BOUND	TOTAL
	12:00	46	16	62
	1:00	37	7	44
	2:00	44	10	54
	3:00	18	7	25
	4:00	15	8	23
	5:00	9	7	16
	6:00	25	37	62
	7:00	42	85	127
	8:00	29	63	92
	9:00	49	93	142
	10:00	82	143	225
	11:00	60	146	206
AM	12:00	68	138	206
PM	1:00	99	161	260
	2:00	110	152	262
	3:00	129	164	293
	4:00	104	227	331
	5:00	98	305	403
	6:00	101	196	297
	7:00	87	128	215
	8:00	69	128	197
	9:00	66	113	179
	10:00	52	65	117
	11:00	36	35	71
	12:00	1,475	2,434	3,909





24 HOUR VOLUMES  
NEWPORT TRAFFIC STUDIES  
NEWPORT BEACH, CA

STREET: BLOOMFIELD ST  
LOCATION: N/O FLORISTA ST

DATE: 07-21-87

	TIME	NORTH BOUND	SOUTH BOUND	TOTAL
	12:00	75	22	97
	1:00	29	14	43
	2:00	11	7	18
	3:00	7	23	30
	4:00	17	88	105
	5:00	39	744	783
	6:00	138	411	549
	7:00	330	473	803
	8:00	310	461	771
	9:00	328	454	782
	10:00	368	435	803
AM	11:00	457	504	961
	12:00	513	546	1,059
PM	1:00	609	589	1,198
	2:00	698	568	1,266
	3:00	660	557	1,217
	4:00	656	589	1,245
	5:00	697	559	1,256
	6:00	503	475	978
	7:00	347	318	665
	8:00	269	211	480
	9:00	258	184	442
	10:00	210	101	311
	11:00	175	52	227
	12:00	7,704	8,385	16,089



## NEWPORT TRAFFIC STUDIES

## 15 MINUTE COUNTS

STREET: BLOOMFIELD ST  
LOCATION: A/O FLORISTA ST

DATE 07-21-87

AM				PM		
NORTH BOUND	SOUTH BOUND	TOTAL	TIME	NORTH BOUND	SOUTH BOUND	TOTAL
-----	-----	-----	-----	-----	-----	-----
18	5	23	12:00	119	127	246
18	8	26		126	138	264
19	7	26		137	142	279
20	2	22		131	139	270
8	3	11	1:00	140	151	291
5	6	11		158	144	302
9	5	14		149	155	304
7	0	7		162	139	301
8	1	9	2:00	178	147	325
1	4	5		160	153	313
1	2	3		178	138	316
1	0	1		182	130	312
2	2	4	3:00	169	141	310
4	2	6		172	135	307
1	9	10		179	152	331
0	10	10		140	129	269
1	4	5	4:00	155	147	302
5	16	21		174	140	314
2	32	34		154	136	290
9	36	45		173	166	339
1	533	534	5:00	179	161	340
11	49	60		192	142	334
8	84	92		164	132	296
19	78	97		162	124	286
19	97	116	6:00	135	124	259
25	107	132		145	131	276
37	99	136		120	122	242
57	108	165		103	98	201
65	121	186	7:00	96	90	186
80	141	221		101	77	178
84	121	205		82	90	172
101	90	191		68	61	129
82	122	204	8:00	68	60	128
80	129	209		81	66	147
60	114	174		56	43	99
88	96	184		64	42	106
82	96	178	9:00	54	62	116
63	119	182		73	51	124
77	115	192		73	35	108
106	124	230		58	36	94
80	111	191	10:00	58	27	85
98	109	207		67	25	92
96	94	190		39	35	74
94	121	215		46	14	60
112	128	240	11:00	43	16	59
107	119	226		37	9	46
115	125	240		57	18	75
123	132	255		38	9	47



## NEWPORT TRAFFIC STUDIES

## 15 MINUTE COUNTS

STREET: BLOOMFIELD ST  
LOCATION: N/O HOWARD AVE

DATE 07-21-87

AM			TIME	PM		
NORTH BOUND	SOUTH BOUND	TOTAL		NORTH BOUND	SOUTH BOUND	TOTAL
-----	-----	-----	-----	-----	-----	-----
9	5	14	12:00	15	29	44
18	4	22		11	37	48
10	5	15		20	30	50
9	2	11		22	42	64
12	1	13	1:00	26	36	62
4	3	7		20	42	62
7	2	9		27	39	66
14	1	15		26	44	70
16	3	19	2:00	24	35	59
10	4	14		24	41	65
13	3	16		27	38	65
5	0	5		35	38	73
4	2	6	3:00	34	44	78
6	1	7		42	45	87
5	0	5		36	34	70
3	4	7		17	41	58
6	0	6	4:00	28	56	84
3	4	7		18	52	70
4	1	5		22	54	76
2	3	5		36	65	101
4	2	6	5:00	17	91	108
3	0	3		23	89	112
0	3	3		27	65	92
2	2	4		31	60	91
1	7	8	6:00	29	58	87
3	6	9		24	56	80
9	14	23		25	44	69
12	10	22		23	38	61
10	23	33	7:00	25	46	71
13	20	33		20	31	51
10	19	29		14	30	44
9	23	32		28	21	49
7	21	28	8:00	17	37	54
6	10	16		17	32	49
9	14	23		21	33	54
7	18	25		14	26	40
12	28	40	9:00	14	22	36
10	16	26		22	26	48
11	21	32		21	31	52
16	28	44		9	34	43
21	20	41	10:00	10	21	31
20	38	58		15	20	35
23	43	66		10	8	18
18	42	60		17	16	33
13	34	47	11:00	11	14	25
15	38	53		5	6	11
19	41	60		6	8	14
13	33	46		14	7	21



## NEWPORT TRAFFIC STUDIES

## 15 MINUTE COUNTS

STREET: BLOOMFIELD ST  
LOCATION: N/O BALL RD

DATE 09-02-87

AM			TIME	PM		
NORTH BOUND -----	SOUTH BOUND -----	TOTAL -----		NORTH BOUND -----	SOUTH BOUND -----	TOTAL -----
35	4	39	12:00	166	77	243
17	7	24		124	95	219
10	6	16		162	80	242
12	8	20		115	56	171
5	10	15	1:00	122	78	200
11	4	15		101	75	176
17	2	19		106	76	182
8	2	10		114	77	191
8	5	13	2:00	120	68	188
5	3	8		142	81	223
5	2	7		142	65	207
1	0	1		130	68	198
7	1	8	3:00	143	72	215
4	2	6		136	73	209
3	1	4		130	77	207
3	3	6		151	80	231
2	2	4	4:00	153	77	230
7	5	12		151	92	243
6	4	10		178	86	264
6	12	18		186	114	300
9	10	19	5:00	211	107	318
14	25	39		177	103	280
15	24	39		186	96	282
28	44	72		147	87	234
29	51	80	6:00	136	76	212
43	68	111		132	83	215
44	114	158		119	72	191
51	86	137		120	66	186
70	111	181	7:00	102	68	170
85	127	212		86	67	153
94	147	241		136	51	187
111	128	239		114	64	178
96	116	214	8:00	105	52	157
55	104	159		96	52	148
76	79	155		80	40	120
78	81	159		68	41	109
86	75	161	9:00	85	56	141
75	50	125		60	34	94
108	61	169		55	30	85
82	66	148		73	28	101
91	68	159	10:00	57	29	86
93	79	172		70	21	91
89	65	154		46	24	70
128	67	195		32	27	59
109	78	187	11:00	57	19	76
112	83	195		28	16	44
147	84	231		22	7	29
131	66	197		19	6	25





24 HOUR VOLUMES  
NEWPORT TRAFFIC STUDIES  
-NEWPORT BEACH, CA

STREET: CERRITOS AVE  
LOCATION: W/O LOS ALAMITOS

DATE: 07-21-87

	TIME	EAST BOUND	WEST BOUND	TOTAL
	12:00	40	67	107
	1:00	36	44	80
	2:00	32	29	61
	3:00	64	37	101
	4:00	221	133	354
	5:00	581	589	1,170
	6:00	801	1,195	1,996
	7:00	601	1,088	1,689
	8:00	510	746	1,256
	9:00	586	598	1,184
	10:00	676	591	1,267
AM	11:00	678	575	1,253
	12:00	653	638	1,291
PM	1:00	855	575	1,430
	2:00	1,095	658	1,753
	3:00	1,229	763	1,992
	4:00	1,269	964	2,233
	5:00	1,010	897	1,907
	6:00	661	633	1,294
	7:00	479	448	927
	8:00	351	326	677
	9:00	207	266	473
	10:00	144	223	367
	11:00	83	143	226
	12:00	12,862	12,226	25,088



## NEWPORT TRAFFIC STUDIES

## 15 MINUTE COUNTS

STREET: CERRITOS AVE  
LOCATION: W/O LOS ALAMITOS

DATE 07-21-87

AM			TIME	PM		
EAST BOUND	WEST BOUND	TOTAL		EAST BOUND	WEST BOUND	TOTAL
-----	-----	-----	-----	-----	-----	-----
10	16	26	12:00	177	176	353
13	25	38		157	148	305
6	12	18		138	154	292
11	14	25		181	160	341
10	13	23	1:00	175	142	317
13	12	25		194	160	354
7	10	17		239	127	366
6	9	15		247	146	393
8	9	17	2:00	228	182	410
7	9	16		290	155	445
6	5	11		276	148	424
11	6	17		301	173	474
10	7	17	3:00	322	136	458
16	8	24		349	190	539
14	9	23		288	201	489
24	13	37		270	236	506
47	23	70	4:00	295	229	524
55	29	84		327	275	602
49	36	85		311	244	555
70	45	115		336	216	552
100	96	196	5:00	305	283	588
184	117	301		273	217	490
131	152	283		232	234	466
166	224	390		200	163	363
182	248	430	6:00	197	175	372
265	333	598		202	180	382
187	288	475		145	157	302
167	326	493		117	121	238
152	308	460	7:00	148	132	280
161	298	459		131	105	236
141	270	411		94	89	183
147	212	359		106	122	228
120	206	326	8:00	96	102	198
129	197	326		103	89	192
122	176	298		83	61	144
139	167	306		69	74	143
130	142	272	9:00	68	87	155
146	155	301		51	58	109
157	148	305		35	64	99
153	153	306		53	57	110
167	136	303	10:00	37	68	105
174	139	313		42	41	83
174	167	341		37	49	86
161	149	310		28	65	93
164	137	301	11:00	23	56	79
177	144	321		26	41	67
174	138	312		16	26	42
163	156	319		18	20	38



24 HOUR VOLUMES  
NEWPORT TRAFFIC STUDIES  
NEWPORT BEACH, CA

STREET: CERRITOS AVE  
LOCATION: E/O DEL NORTE WAY

DATE: 07-21-87

	TIME	EAST BOUND	WEST BOUND	TOTAL
	12:00			
	1:00	118	69	187
	2:00	68	31	99
	3:00	42	24	66
	4:00	47	40	87
	5:00	40	110	150
	6:00	124	431	555
	7:00	338	1,051	1,389
	8:00	651	1,151	1,802
	9:00	659	824	1,483
	10:00	463	620	1,083
	11:00	487	562	1,049
AM	12:00	572	568	1,140
PM	1:00	749	665	1,414
	2:00	651	584	1,235
	3:00	642	584	1,226
	4:00	917	630	1,547
	5:00	1,290	818	2,108
	6:00	1,378	845	2,223
	7:00	1,016	577	1,593
	8:00	573	409	982
	9:00	460	278	738
	10:00	373	245	618
	11:00	256	196	452
	12:00	191	176	367
	12:00	12,105	11,488	23,593





## NEWPORT TRAFFIC STUDIES

## 15 MINUTE COUNTS

STREET: CERRITOS AVE  
LOCATION: E/O DEL NORTE WAY

DATE 07-21-87

AM			TIME	PM		
EAST BOUND	WEST BOUND	TOTAL		EAST BOUND	WEST BOUND	TOTAL
-----	-----	-----	-----	-----	-----	-----
26	23	49	12:00	177	211	388
33	23	56		191	159	350
32	13	45		174	161	335
27	10	37		207	134	341
17	12	29	1:00	177	139	316
22	5	27		146	163	309
16	9	25		175	157	332
13	5	18		153	125	278
12	5	17	2:00	166	157	323
8	9	17		150	147	297
9	7	16		159	138	297
13	3	16		167	142	309
10	8	18	3:00	196	146	342
17	9	26		206	142	348
10	12	22		202	196	398
10	11	21		313	146	459
12	17	29	4:00	306	174	480
7	20	27		347	205	552
7	29	36		313	243	556
14	44	58		324	196	520
13	62	75	5:00	360	298	658
23	94	117		367	215	582
36	139	175		324	188	512
52	136	188		327	144	471
44	214	258	6:00	295	173	468
56	266	322		263	158	421
95	285	380		264	128	392
143	286	429		194	118	312
122	292	414	7:00	183	99	282
140	292	432		152	107	259
156	309	465		130	112	242
233	258	491		108	91	199
196	210	406	8:00	137	83	220
179	211	390		127	70	197
140	199	339		106	66	172
144	204	348		90	59	149
113	181	294	9:00	92	76	168
109	145	254		100	48	148
127	127	254		89	67	156
114	167	281		92	54	146
119	123	242	10:00	85	54	139
121	162	283		53	60	113
125	140	265		63	46	109
122	137	259		55	36	91
124	126	250	11:00	50	37	87
155	149	304		48	73	121
163	148	311		48	44	92
130	145	275		45	22	67





24 HOUR VOLUMES  
NEWPORT TRAFFIC STUDIES  
NEWPORT BEACH, CA

STREET: CERRITOS AVE  
LOCATION: E/O LOS VAQUEROSE CR

DATE: 07-21-87

	TIME	EAST BOUND	WEST BOUND	TOTAL
	12:00			
		106	80	186
	1:00			
		43	40	83
	2:00			
		34	27	61
	3:00			
		52	43	95
	4:00			
		35	118	153
	5:00			
		120	431	551
	6:00			
		375	1,019	1,394
	7:00			
		727	1,089	1,816
	8:00			
		393	808	1,201
	9:00			
		367	568	935
	10:00			
		426	468	894
AM	11:00			
		510	521	1,031
	12:00			
PM		608	598	1,206
	1:00			
		587	509	1,096
	2:00			
		589	514	1,103
	3:00			
		947	537	1,484
	4:00			
		1,280	724	2,004
	5:00			
		1,182	794	1,976
	6:00			
		696	539	1,235
	7:00			
		557	388	945
	8:00			
		277	277	554
	9:00			
		265	228	493
	10:00			
		185	178	363
	11:00			
		113	177	290
	12:00			
		10,474	10,675	21,149



## 15 MINUTE COUNTS

STREET: CERRITOS AVE  
LOCATION: E/O LOS VAQUEROS CR

DATE 07-21-87

AM				PM		
EAST BOUND	WEST BOUND	TOTAL	TIME	EAST BOUND	WEST BOUND	TOTAL
-----	-----	-----	-----	-----	-----	-----
29	32	61	12:00	150	183	333
27	21	48		147	158	305
32	14	46		155	132	287
18	13	31		156	125	281
10	14	24	1:00	151	137	288
9	10	19		134	127	261
12	7	19		148	126	274
12	9	21		154	119	273
10	6	16	2:00	140	128	268
8	6	14		123	130	253
10	8	18		146	137	283
6	7	13		180	119	299
13	10	23	3:00	179	126	305
9	8	17		237	124	361
16	13	29		267	155	422
14	12	26		264	132	396
12	19	31	4:00	275	140	415
8	21	29		317	175	492
8	30	38		329	207	536
7	48	55		359	202	561
16	61	77	5:00	304	250	554
32	88	120		334	226	560
39	147	186		271	172	443
33	135	168		273	146	419
61	201	262	6:00	219	151	370
85	240	325		184	132	316
115	291	406		144	133	277
114	287	401		149	123	272
166	292	458	7:00	190	108	298
172	283	455		112	99	211
261	277	538		135	92	227
128	237	365		120	89	209
104	242	346	8:00	77	79	156
122	202	324		70	66	136
90	190	280		71	58	129
77	174	251		59	74	133
88	172	260	9:00	76	45	121
92	129	221		65	62	127
80	124	204		63	65	128
107	143	250		61	56	117
110	96	206	10:00	48	49	97
112	141	253		60	48	108
101	111	212		23	49	72
103	120	223		54	32	86
130	126	256	11:00	34	43	77
124	119	243		27	55	82
118	149	267		27	59	86
138	127	265		25	20	45



24 HOUR VOLUMES  
NEWPORT TRAFFIC STUDIES  
NEWPORT BEACH, CA

STREET: FARQUHAR AVE  
LOCATION: E/O CHERRY ST

DATE: 07-21-87

	TIME	EAST BOUND	WEST BOUND	TOTAL
	12:00			
		40	20	60
	1:00			
		13	16	29
	2:00			
		12	9	21
	3:00			
		4	2	6
	4:00			
		7	19	26
	5:00			
		16	53	69
	6:00			
		56	154	210
	7:00			
		115	219	334
	8:00			
		149	230	379
	9:00			
		153	190	343
	10:00			
		212	251	463
AM	11:00			
		189	283	472
PM	12:00			
		251	308	559
	1:00			
		226	300	526
	2:00			
		223	241	464
	3:00			
		269	295	564
	4:00			
		316	335	651
	5:00			
		387	313	700
	6:00			
		307	288	595
	7:00			
		246	231	477
	8:00			
		225	197	422
	9:00			
		156	157	313
	10:00			
		117	100	217
	11:00			
		48	41	89
	12:00			
		3,737	4,252	7,989





24 HOUR VOLUMES  
NEWPORT TRAFFIC STUDIES  
NEWPORT BEACH, CA

STREET: FARQUHAR ST  
LOCATION: E/O NOEL ST

DATE: 07-21-87

	TIME	EAST BOUND	WEST BOUND	TOTAL
	12:00	6	18	24
	1:00	3	12	15
	2:00	1	8	9
	3:00	1	1	2
	4:00	5	12	17
	5:00	2	25	27
	6:00	20	74	94
	7:00	28	93	121
	8:00	30	91	121
	9:00	29	63	92
	10:00	39	135	174
	11:00	50	154	204
AM	12:00	95	166	261
	1:00	115	129	244
	2:00	88	112	200
	3:00	118	106	224
	4:00	94	173	267
	5:00	93	181	274
	6:00	60	167	227
	7:00	56	130	186
	8:00	33	123	156
	9:00	28	98	126
	10:00	17	83	100
	11:00	5	39	44
PM	12:00	1,016	2,193	3,209





#### **IV. HOUSING ELEMENT**

##### **INTRODUCTION AND BACKGROUND**

This is the third mandatory element of a General Plan having been required in 1967. Over the years, the content requirements of this element have been refined. Currently, the Housing Element must include a discussion of the following:

- An assessment of housing needs.
- An inventory of resources and constraints.
- A statement of goals, policies and objectives.
- A 5-year program of actions.

Each of the above-noted factors must be discussed with reference to the five topical areas listed below:

- Condition of the existing housing stock.
- Housing needs of current residents.
- Affordable housing needs.



- Removal of governmental constraints.
- Promotion of equal housing opportunity.

## **Housing Overview**

Detailed information and statistics are contained in Technical Appendix C. This subsection of the element presents an overview of housing characteristics, needs and constraints.

1. The vast majority of housing in the City is in sound or excellent condition. Some of the housing located in the following areas are in need of minor rehabilitation: Old Town West (9%); Old Town East (4%); and Apartment Row (2%).
2. There are an estimated 646 lower income resident households paying 30% or more of their income on housing costs. Most of these "over-paying" households reside in renter-occupied housing units.
3. According to the 1980 census, there were 1,447 persons or 12.6% of the City's total population in the seniors age bracket.
4. Since 1980, the City's population has increased from 11,528 to 12,115.
5. The Southern California Association of Governments has projected a need for 399 new housing units between the time period of mid-year 1989 to mid-year 1994. Of this total need, 157 dwellings are needed, according to SCAG, in the very low and low income categories.
6. The City's total build-out potential is 966 housing units; most of these units (72%) are located in the high density Apartment Row and Old Town West areas.

## **ISSUES AND OPPORTUNITIES**

### **Issues**

1. Existing affordable housing will be gradually replaced as the Old Town West, Old Town East and Apartment Row areas complete a transition to medium and high density housing.



2. It is not possible, within the realm of current available resources, to completely meet the housing assistance needs of current households.
3. There is insufficient public subsidies available to fully meet the housing production need of new housing units for very low and low income households.
4. The condition of existing housing will need to be monitored so that further housing deterioration is prevented.

### **Opportunities**

1. Interest in the development of affordable, seniors housing will contribute significantly to meeting the City's "share of regional housing needs" for lower income households.
2. Continued cooperation and participation with the Orange County Housing Authority will enable the City to address existing resident housing assistance needs.
3. Some of the new rental housing in the City's transitional neighborhoods may contribute to addressing a portion of the need for moderate income housing.

### **GOALS AND OBJECTIVES**

#### **Goals**

The City of Los Alamitos endorses and supports the following statewide goals:

- To conserve and improve the condition of the existing standard affordable housing stock.
- Assist in the development of adequate housing to meet the needs of low- and moderate-income households.
- Identify adequate housing sites which will be made available through appropriate zoning and development standards and with public services and facilities needed to facilitate and encourage the development of a variety of types of housing for all income groups.
- Address and, where appropriate and legally possible, remove governmental constraints to the maintenance, improvement and development of housing.
- Promote housing opportunities for all persons regardless of race, religion, sex, marital status, ancestry, national origin or color.



## **Objectives**

According to Article 10.6 of the Government Code, a local housing element must include "quantified objectives" for the maximum possible number of housing units that can be constructed, conserved and maintained.

### Construction Objective

During the 5-year planning period the City's numerical objective for new construction is 300 housing units. Most of this new construction will be met by the development of a congregate facility and Section 202 senior housing development. The 71-unit seniors housing development also will contribute to meeting the City's "Share of Regional Housing Needs."

### Conservation Objective

The City's conservation objective will be met by:

- Preservation of the City's mobile home inventory.
- Continued participation in the Section 8 rental housing assistance program.
- Continued participation in the home rehabilitation program.

### Maintenance Objective

The City's maintenance objectives will be met by code enforcement actions and home improvement programs. Recycling of existing areas will remove some substandard housing.

## **IMPLEMENTATION PROGRAM**

### **Policies**

- Upgrade the existing housing stock by improving deteriorated and sub-standard housing through conservation, rehabilitation and removal.





- Assist in the production of seniors housing to contribute to meeting the City housing needs.
- Promote equal housing opportunity through the City's participation in State and Federal housing programs.
- Continue to publicize and make available low interest loans for residences.
- Continue public facilities improvements where needed.
- Promote housing which meets the special needs of handicapped and elderly persons.

#### **Actions**

- Continue to contract with the Orange County Housing Authority for the provision of Section 8 rental housing assistance. As of October 1988, there were 11 households assisted in the City by this program.
- Continue to work with the County of Orange Housing and Community Development Department on the use of home improvement and rehabilitation programs.
- Utilize the development standards of the Land Use Element and Zoning Ordinance to guide the development of new housing in the City.



## **V. OPEN SPACE/CONSERVATION ELEMENT**

### **INTRODUCTION AND BACKGROUND**

The Open Space Element and Conservation Elements were first required to be part of city and county general plans in 1970. The first element designates "open-space land", which is defined by Section 65560(b) of the Government Code, as "any parcel or area of land or water which is essentially unimproved and devoted to open space use..." Open space use, in turn, is defined to encompass four principal categories: natural resources, managed production of resources, outdoor recreation, and public health and safety.

The Conservation Element is required for the purposes of establishing a management plan for natural resources to prevent waste, destruction or neglect. This element of the General Plan is concerned with the conservation, development and utilization of natural resources such as water, soils, rivers, harbors, wildlife, minerals, and other natural resources. The Conservation Element overlaps those categories of the Open Space Element which deal with "open space for the preservation of natural resources" and "open space for the managed production of resources." As a result of this overlap and



interdependency, the two elements have been combined which is permitted under State law.

In addition, the Scenic Highways Element, which was deleted by the State planning law as a required element of the General Plan in 1984, is incorporated under the heading of open space for scenic values.

In the past, the City of Los Alamitos has had four separate elements for Open Space, Conservation, and Scenic Highways and Bicycle Routes. The Open Space Element was adopted by the Los Alamitos City Council on May 29, 1974 and amended by them in 1977. The Conservation Element was adopted in 1973. The Scenic Highways Element was adopted in May 1978. The Bicycle Routes Element was adopted in 1975. These separate elements and their goals and objectives are interrelated and will be combined into a single relevant element that reduces duplicate information and serves the needs of the City.

#### **Existing Setting**

1. The City has a current population of 12,171 but the City has a recreational service area of between 30,000-40,000 people.
2. The City of Los Alamitos park and recreation system consists of play lot/tot lo's, neighborhood parks, community parks, and school district or Department of Army facilities used through joint-use agreements. Recreation for open space is addressed in the Parks and Recreation Element.
3. The City has developed a Class I bicycle route along the Coyote Creek flood control channel that runs the length of the city and ties in with the regional San Gabriel River bicycle trail. This enables the City to be connected to the regional trail network that extends from the San Gabriel Mountains to the Pacific Ocean. The City has developed two points of access to the regional trail network from Katella Avenue and from Oak School Bicycle Trail. A Class I bicycle route is defined as a completely separated right-of-way designated for the exclusive use of bicycles (Exhibit 13).
4. The City has developed two Class III bicycle routes, located along the landscaped right-of-way south of Katella Avenue and along the flood control channel at Farquhar Street. A Class III bicycle route is defined as a shared right-of-way with either motor vehicles or pedestrians marked by signs placed on vertical posts or stenciled on the pavement (Exhibit 13).





5. The Orange County Master Plan of Countywide Bikeways identifies three arterials that pass through the City as a part of the regional bikeway system. These arterials include Ball Road (along the northern edge of the City), Los Alamitos Boulevard (north-south through the City), and Lampson Avenue (along the southern edge of the City) as shown in Exhibit 14.
6. Bicycle traffic is increasing, particularly along Bloomfield Avenue, Cerritos Avenue and the regional bikeway trails.
7. The City is flat in topography with no scenic natural resources. The paved flood control channels at Coyote Creek and along Farquhar Avenue are the only remaining somewhat natural resource.
8. There have not been any scenic roadways planned or designated.
9. The City has an attractive linear greenbelt along the southern edge of Katella Avenue and an established network of street trees shading its residential streets.
10. Specialty agricultural crops are being grown in the open space of Southern California Edison right-of-way along the Coyote Creek channel and adjacent to Rossmoor, which forms the western extension of the City.

## **ISSUES AND OPPORTUNITIES**

### **Issues**

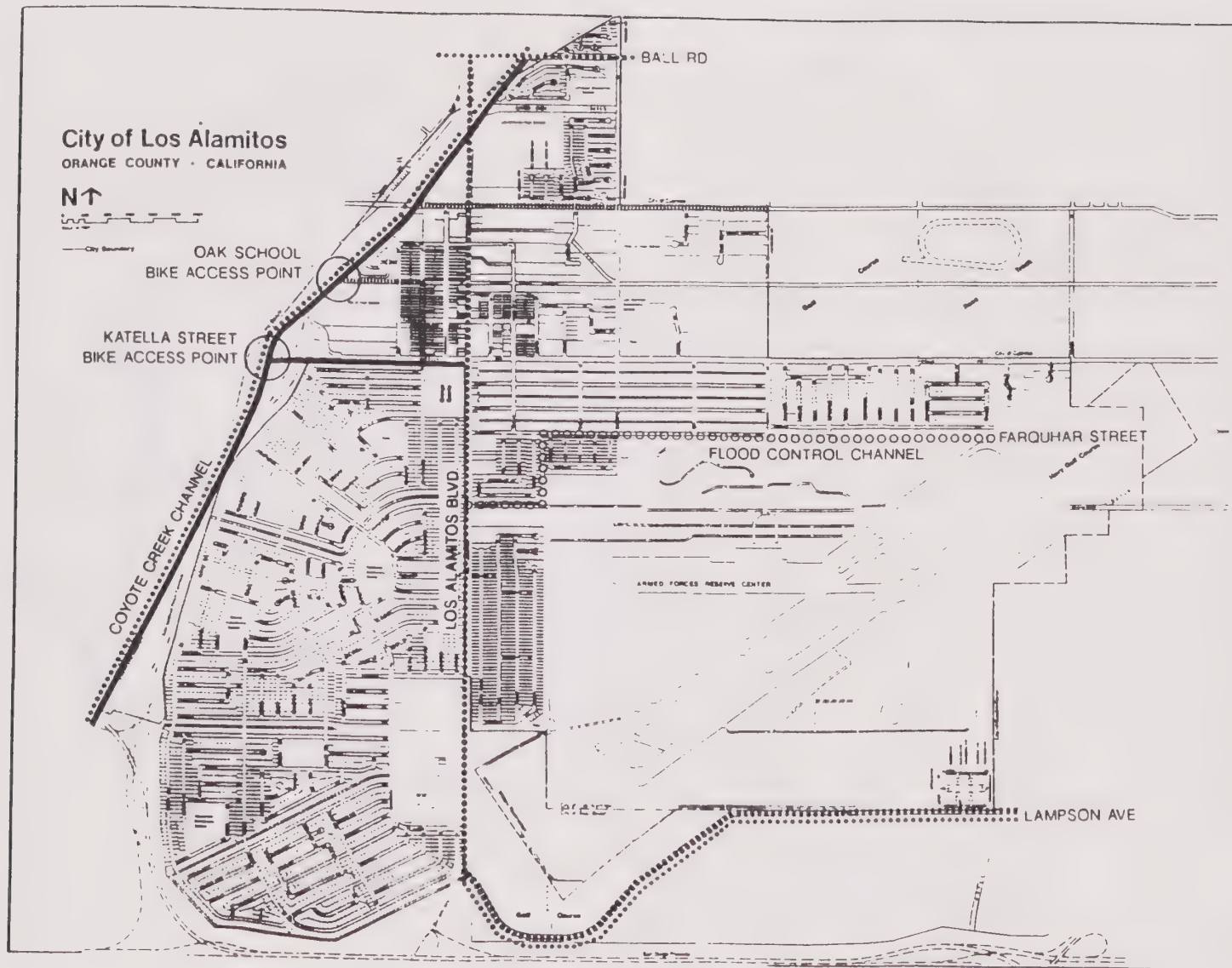
1. There is little vacant area available. Los Alamitos is 95% built out.
2. New development must incorporate adequate open space to maintain a quality living environment.






### **Opportunities**

1. Creation of usable open spaces from underutilized urban space such as freeway right-of-ways, linear buffers along developments or streets, and along flood control facilities.
2. Creation of additional open space in new or infill developments through special development standards or bonus incentive provisions, especially in high density residential areas.
3. Continue to develop and upgrade the bicycle route network within the City of Los Alamitos.





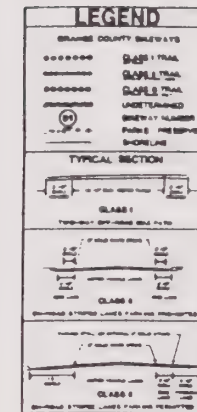
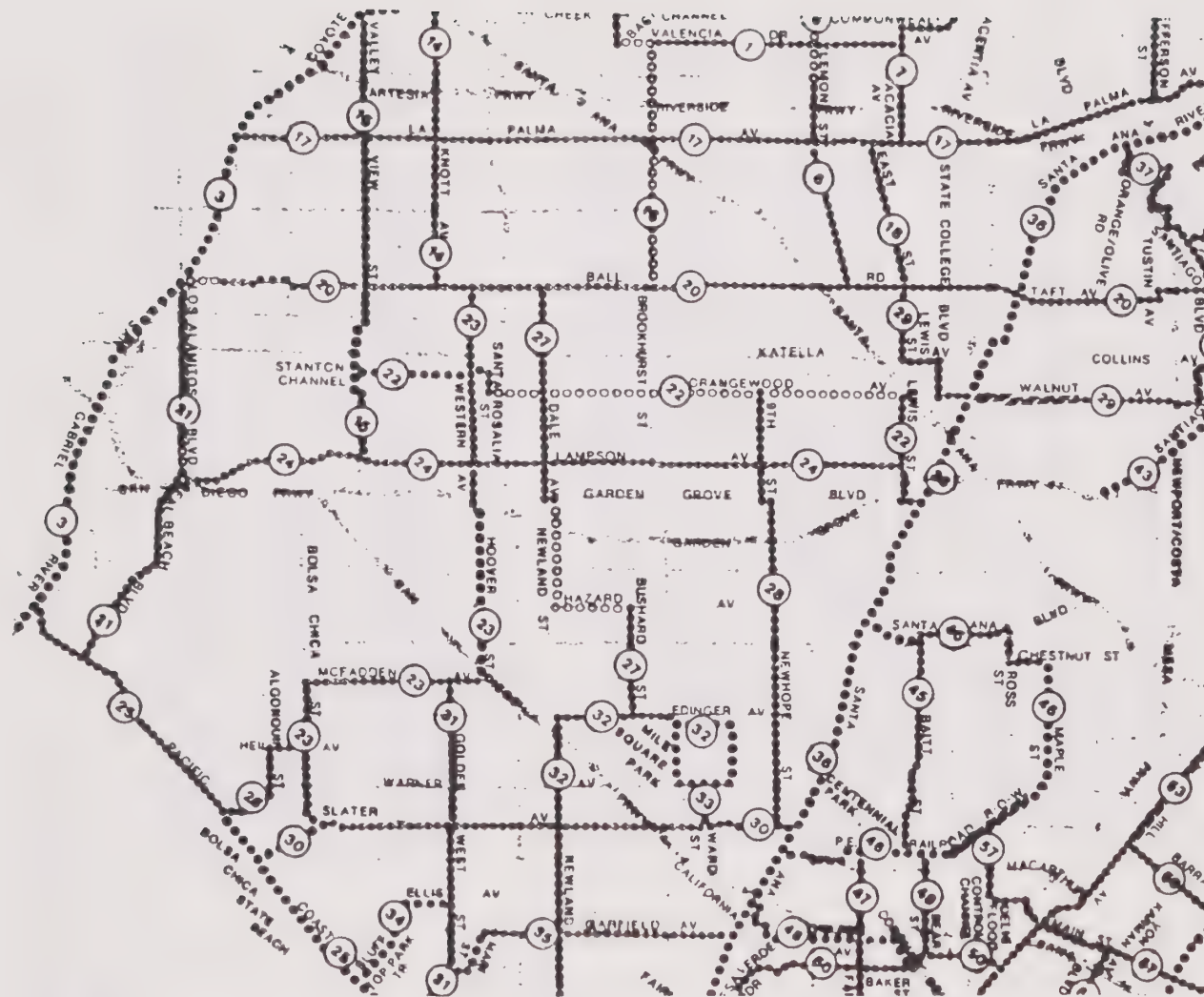


-  CLASS I
-  CLASS II
-  CLASS III
-  EXISTING ORANGE COUNTY ROUTES
-  PROPOSED BICYCLE ROUTES

**Los Alamitos Bikeways**  
**CITY OF LOS ALAMITOS**  
**GENERAL PLAN PROGRAM**



# County Master Plan of Bikeways CITY OF LOS ALAMITOS GENERAL PLAN PROGRAM



## CERTIFICATION

THE MASTER PLAN OF COUNTY-WIDE BIKeways WAS ORIGINALLY ADOPTED BY THE ORANGE COUNTY BOARD OF SUPERVISORS ON SEPTEMBER 23, 1977, RES. 71-1986, AS A COMPONENT OF THE RECREATION ELEMENT OF ORANGE COUNTY'S GENERAL PLAN, AND ON SEPTEMBER 23, 1980, RES. 80-1518, SATISFIED AS A COMPONENT OF THE TRANSPORTATION ELEMENT OF THE GENERAL PLAN.

I HEREBY CERTIFY THAT THE MASTER PLAN OF COUNTY-WIDE BIKeways COMPLIANT, CONSISTING OF THE GENERAL LOCATION AND EXTENT OF EXISTING AND PROPOSED COUNTY-WIDE BIKeways, WAS PREPARED UNDER MY SUPERVISION, AND RECOMMENDED FOR ADOPTION.

*STEVEN M. ROGAN*  
STEVEN M. ROGAN, PE, CIVIL ENGINEER  
DANIEL J. ROGAN, PE, CIVIL ENGINEER

I HEREBY CERTIFY THAT THE RECOMMENDED MASTER PLAN OF COUNTY-WIDE BIKeways WAS APPROVED AS THE OFFICIAL MAP OF THE TRANSPORTATION ELEMENT OF THE GENERAL PLAN OF THE ORANGE COUNTY PLANNING COMMISSION ON MARCH 8, 1988, AND ADOPTED BY RES. 88-1224 OF THE ORANGE COUNTY BOARD OF SUPERVISORS ON APRIL 8, 1988.

*Steve M. Rogan*  
STEVEN M. ROGAN  
ENVIRONMENTAL MANAGEMENT AGENCY





## **GOALS AND OBJECTIVES**

### **Goals**

1. Enhance the City's environmental quality through preservation, protection, and creation of open space areas and natural resources.
2. Provide local scenic corridors within the City and protect and enhance these scenic areas.
3. Promote the conservation of existing resources and enhance renewable resources, encouraging those measures that maintain clean air and water.

### **Objectives**

1. Encourage and preserve open space through designating linear parkways, scenic easements, and tree preservation areas.
2. Protect the natural resources within the City such as the flood control channels which provide recreational activity opportunities.
3. Improve the maintenance program to provide and maintain park areas and recreational facilities in the most functional, convenient, attractive, clean, safe, and water or resource conserving manner possible.
4. Encourage the reuse of freeway or utility right-of-ways as open space for agricultural or nursery crop uses.
5. Identify potential bicycle routes that provide alternatives to the main arterials.
6. Provide additional signage to direct cyclists to the bicycle route network through the City and to identify access points.

## **IMPLEMENTATION PROGRAM**

The Open Space and Conservation Element implementation program consists of both policies and actions. Policies are intended to guide specific actions of the City so that both governmental and private activities contribute to meeting the goals and objectives of the Element. The policies are intended to be used throughout the life of the General Plan unless they are amended sometime in the near future because of new conditions or changed goals. Action plans, by comparison, are "to do" items that convey a specific mission to be accomplished within (usually) a definite timetable.





## **Policies**

1. New sources of open space funding shall continue to be explored.
2. Katella Avenue and Los Alamitos Boulevard should be identified as scenic corridors within the City.
3. Evaluate the development of the following streets as part of the City's bicycle route network.
  - a. Bloomfield from Cerritos to the northern City limits
  - b. Cerritos from Bloomfield to Lexington
  - c. Lexington from Katella to Cerritos
4. Encourage the provision of bicycle racks at public facilities and private commercial developments.

## **Action Plans**

1. The City shall continue to apply for funds to develop bikeways under the SB 821 bill.
2. The City shall develop additional signage and an orientation map indicating the location and access points of the regional bikeways and their connection to the City.
3. The City shall develop a Street Tree Master Plan to manage their existing street tree resources and identify future areas to be planted.
4. The City shall landscape and enhance the scenic corridors identified along Katella Avenue and Los Alamitos Boulevard.
5. The City shall upgrade their park irrigation systems to utilize moisture sensors for more efficient water conservation and management.
6. The City shall explore cost sharing opportunities with the City of Cypress and the County of Orange to develop the streets identified as a part of the bicycle route network.
7. The City shall explore sources of funding for bicycle racks at public facilities.





## **VI. SAFETY ELEMENT**

### **INTRODUCTION AND BACKGROUND**

#### **General Plan Legislation**

In the past 15 years, three legislative acts have enumerated how localities are to address in community General Plans the conditions that are hazardous to public health and safety. In 1970, the Safety Element became a mandatory element of the General Plan. The provision for a Safety Element was partly a reaction to damaging wildland fires that occurred in September and October of 1970. Following San Fernando earthquake in 1971, the State Legislature enacted legislation requiring counties and cities to adopt a Seismic Safety Element as part of the comprehensive General Plan. In 1984, there were revisions in General Plan legislation pertaining to these two elements. The Seismic Safety and Safety Elements were combined into a single element that would contain essentially the same information previously included in the two elements.



According to Section 65302(g) of the Government Code, the Safety Element is described in the following terms:

"A safety element for the protection of the community from any unreasonable risks associated with the effects of seismically induced surface rupture, ground shaking, ground failure, tsunami, seiche, and dam failure; slope instability leading to mudslides and landslides; subsidence and other geologic hazards known to the legislative body; flooding; and wildland and urban fires. The safety element shall include mapping of known seismic and other geologic hazards. It shall also address evacuation routes, peak load water supply requirements, and minimum road widths and clearances around structures, as those items relate to identified fire and geologic hazards."

### **Purpose and Function**

One of the basic purposes of this Safety Element is to identify hazards within Los Alamitos and initiate precautions to protect the safety of the residents. The Element is principally a preventative planning document that will reduce natural and manmade hazards to acceptable levels of risk.

### **Relation to Other General Plan Elements**

Some community safety concerns overlap or are associated with the issues considered by the Open Space and Land Use Elements. According to Government Code Section 65560 b(4), the Safety Element is linked to the implementation of a local open space plan. For instance, as a means of protecting public health and safety, open space land may be set-aside for these purposes in circumstances that need special regulation and management. Undeveloped land devoted to open space use may include area set-aside because of hazardous conditions such as earthquake fault zones, unstable soil areas and flood plains. In addition, a community's Land Use Element usually incorporates the findings and recommendations relating to public safety and open space lands.



## EXISTING SETTING

### Geologic and Seismic Hazards

Los Alamitos is located in the Los Angeles basin, a lowland plain about 50 miles long and 20 miles wide. This basin is underlain by a deep depression or bowl shaped formation referred to as the "basement complex". Over 63 million years ago (late Cretaceous period) this basin began to fill with sediments in a discontinuous process, but approximately 20 million years ago (mid Miocene period) this process became continuous as the basin began to subside, further accentuating its bowl shape. The basin is divided into four regions called "structure blocks", which are separated by faults, which have also been present for some 20 million years.

The City of Los Alamitos is located in the region called the "central block". Its boundaries are:

1. Southwest: The Newport Inglewood Fault System
2. Northeast: The Whittier Fault
3. Northwest: The Santa Monica-Raymond Hill Fault
4. Southeast: The Santa Ana Mountains and San Joaquin Hills

Throughout the ages of geologic time, the successive changes in the sea level and the presence of rivers running across this coastal plain deposited sediments which continued to fill the basin. More recently, geologically speaking, movement of the earth's crust caused uplift forces along the Newport-Inglewood Fault. This has created such land form as Signal Hill, the Baldwin Hills and Dominguez Hills. Los Alamitos lies upon this geologic formation that consists of layer upon layer of alluvial (sediment) material.

There are five seismic fault systems that could affect the City of Los Alamitos. These are the San Andreas, San Jacinto, Newport-Inglewood, San Fernando and Los Alamitos faults. The two that are of the greatest concern are the San Andreas fault because of its size and statewide significance and the Newport-Inglewood fault because of its proximity and history. Traces of the conjectured Los Alamitos fault cross the City at three places: the 605 Freeway, the Kempton Drive-Paseo Bonita neighborhood and the golf course at the southwest end of the Armed Forces Reserve Center. The Los Alamitos Fault is considered to be an acceptable risk to existing structures and





development. The active Newport-Inglewood fault zone is the primary geotechnical hazard to the City of Los Alamitos (Exhibit 15).

The chief geotechnical hazard to the City of Los Alamitos arises out of the presence of the active Newport-Inglewood fault zone. The maximum probable earthquake from this zone can give rise to high intensities not only in Los Alamitos, but also over the greater part of the Los Angeles basin. In the event of a strong earthquake, there is little concern for the structural safety of one- or two-story wood-frame residential dwellings that are in good condition. For critical use, vital high-cost or high-rise structures yet to be constructed, the seismic shaking hazard would be considered an avoidable risk since appropriate seismic design will mitigate the risk.

The seismically related hazard of liquefaction, rated as low for most of the City, would be considered an acceptable risk to existing structures. In the easterly portion of the City, where the liquefaction hazard is slightly higher, the risk would be considered acceptable for existing structures and avoidable for new construction. All important, vital high-cost or high-rise structures should be required to have a liquefaction hazard analysis made prior to construction, particularly in the area of the Armed Forces Reserve Center.

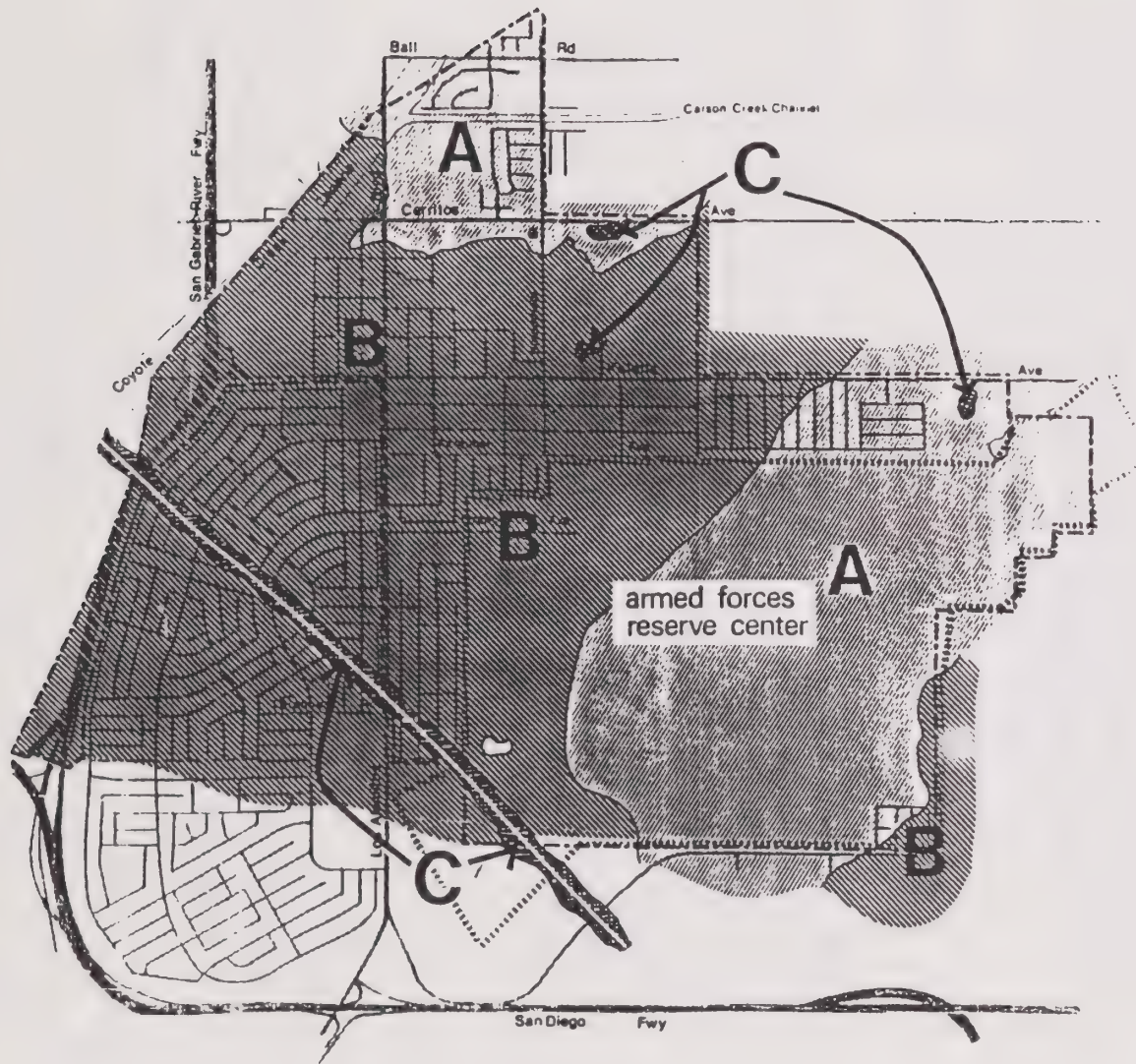
Factors which have tended to minimize potential liquefaction and the relatively high seismic shaking damage which occurred during the Long Beach earthquake in 1933 have been lower groundwater levels, managed groundwater extraction which has stabilized the water levels, and flood control improvement reducing the amount of shallow ground water.

Taking into account the geologic and seismic shaking hazards affecting Los Alamitos, there appear to be no readily identifiable linear elements, such as major highways, thoroughfares, and utility corridors which are particularly vulnerable to serious impairment from earthquakes. The freeway interchanges at Katella-605 Freeway and Los Alamitos Boulevard San Diego Freeway are the recent construction. Consequently, seismic considerations were included in the construction design.

No dams or open reservoirs are close enough to the City to constitute a hazard as a result of seismically induced failure.







BUILDING TYPE/LAND USES		risk zone			
		A	B	C	D
generally increasing acceptable risk ↓	group 1 Nuclear Facilities, Electrical Power Intertie Systems.	●	○	X	X
	2 Hospitals, Fire, Police, Emergency Communication Facilities, Critical Transportation Elements, such as Bridges, Overpasses, Important Utility Centers.	●	○	X	X
	3 Schools, Churches, Large or Highrise Buildings, or Other Places Normally Attracting Large Concentrations of People, such as Civic Buildings, Large Commercial Structures, Most Roads, Other Utilities.	●	●	X	X
	4 Residential (Single-Family Residences, Apartments, etc.), Most Commercial and Minor Public Structures.	●	●	○	X
	5 Most Industrial, Other Minor Commercial (Warehouses), and U.S. Naval Air Station.	●	●	○	○
	6 Agriculture, Golf Courses, Managed Mineral Resource Development, Parks, Other Open Space, Refuse Disposal Sites.	●	●	●	●

**FOOTNOTES:** Development may be feasible in potentially active fault zones with appropriate setback from fault traces.

**GENERAL NOTES:** This chart is for general land-use planning only. Suitability for specific uses for a specific site must be confirmed by further investigation. An area evaluated as unsuitable for a particular use does not necessarily preclude the use if no other more suitable alternative sites are available and provided that all potential hazards can be mitigated.

**SYMBOLS:**

- Suitable ●
- Provisionally Suitable ○
- Unsuitable X

Risk Zones  
CITY OF LOS ALAMITOS  
GENERAL PLAN PROGRAM





## **Flood Hazards**

There are not flooding problems in the City due to the level terrain. There is occasional ponding of water in areas too flat for gravity flow of stormwater runoff. The City participates in the Federal Insurance Map Act (FIMA) program and has a Class "C" rating. The City would be subject to one inch sheet flow during the hundred year storm.

## **Fire Hazards and Peak Water Demand**

The City of Los Alamitos contracts with the County of Orange for fire protection services. The first responding station is Station 2 located at 3642 Green Avenue, Los Alamitos. The average response time is 2.5 minutes. Other stations providing service to the area consist of Station 17 in the City of Cypress and Station 48 of Seal Beach. Availability of fire protection services is excellent due to the number of stations in the surrounding area. There are no wildland fire hazard areas within the City nor any urban high fire hazard areas. About 70% of all service response calls are for medical aid, generally associated with traffic accidents. High accident areas are along Katella Avenue. Water pressure is good throughout most of the City.

## **Hazardous Materials**

Hazardous wastes are transported through the City by truck and there are users of hazardous substances within Los Alamitos. There are no landfills within or near the City limits. All sites that store or use hazardous substances are required to obtain hazardous materials use permits. The use, storage and siting of hazardous materials are regulated by the Fire Department through implementation of the Hazardous Materials Disclosure Ordinance, except at the Armed Forces Reserve Center. That facility is regulated by the Orange County Department of Health. Hazardous wastes such as oils, solvents and aviation fuels are hauled by contractors to approved landfills.

## **Crime**

Police protection is provided by the City of Los Alamitos Police Department. The staff of 63 includes 26 sworn officers, support personnel and volunteers. The average response time is one minute, fifty seconds for emergency calls and four minutes for non-emergency calls.





The crime rate is low with burglaries and robberies being the most prevalent crimes. More burglaries occur in the multiple family area (Howard and Green) due to the higher concentration of people in this area and the proximity to commercial uses. Robberies are related to the number of savings and loan institutions within a small geographic area combined with freeway accessibility.

### **Emergency Planning**

The City of Los Alamitos has adopted the County of Orange Emergency Response Plan. Annex A, the City of Los Alamitos Emergency Operations Center Procedure Manual, is being updated. The City employs an Emergency Preparedness Consultant on a part-time basis to update the Plan, to train personnel in emergency response and to prepare community bulletins. The Armed Forces Reserve Center is a designated disaster response center in the event of a large-scale emergency.

### **Airport Safety**

The operational characteristics of the AFRC, Los Alamitos and the center's ten-year accident history were analyzed by the Airport Land Use Commission of Orange County. It was determined that the accident potential zones did not extend beyond the boundaries of the air station.

## **ISSUES AND OPPORTUNITIES**

### **Issues**

- Structures in Los Alamitos may be subject to severe groundshaking in the event of a major earthquake.
- High accident areas consist of the following intersections:
  - Katella and Los Alamitos
  - Katella and Pine
  - Katella and Reagan

Contributing factors are high traffic volumes, high speeds and a number of turning movements (particularly left turns). The intersection of Katella Avenue and Los Alamitos Boulevard is the second busiest intersection in Orange County.

- A former landfill at AFRC has caused levels of contaminants to infiltrate perched water that exceed State standards for clean water. There is no potential health hazard at this time, according to a Solid Waste Assessment Test (SWAT).





## **Opportunities**

- Seismic risk is minimized by the absence of high rise structures and the sound condition of most buildings. There are few unreinforced masonry buildings, which are more susceptible to seismic damage.
- The resources of the AFRC could be utilized to aid the community in the event of a major disaster.
- Additional wells have been constructed at AFRC to monitor water quality and ensure the protection of deep aquifers.

## **GOALS AND OBJECTIVES**

### **Goals**

- To provide for a safe living environment.
- Identify and mitigate hazards to assure personal health and safety with minimum effect on the environment.
- To provide information, training and assistance to reduce loss of life and injury and to protect property from the incidence of crime.
- Safeguard the economy and well-being of the community through fire protection and temporary medical assistance.

### **Objectives**

- To ensure continuity of vital services following an earthquake.
- To reduce the potential for traffic accidents.
- To maintain adequate emergency access throughout all areas of the City.



## **IMPLEMENTATION PROGRAM**

### **Policies**

- Ensure that all facilities necessary to carry out post-disaster emergency services are located, whenever possible, in areas of low seismic risk.
- Identify hazard areas and provide information to determine the relative risk to people and property in Los Alamitos.
- To reduce the potential for criminal activity through public awareness.

### **Programs**

- The City shall continue to implement the seismic requirements of the Uniform Building Code.
- The City shall continue to enforce the Uniform Fire Code and the Hazardous Materials Ordinance.
- Signal coordination will be utilized to reduce accident potential on Katella Avenue from Los Alamitos Boulevard to the freeway.
- The City will continue to participate in the National Flood Insurance Program.
- In 1991, the Armed Forces Reserve Center will replace 30 year old underground storage tanks for diesel, gasoline and jet fuel. The new tanks will meet all regulations of the Orange County Department of Health and the South Coast Air Quality Management District.
- The City is working with a multi-jurisdictional committee with representatives from Orange, San Bernardino and Riverside Counties to discuss hazardous waste disposal issues.
- The Police Department provides a Neighborhood Watch Coordinator to enhance the safety of residential areas. Education programs are presented to the community regarding security, driving safety and substance abuse.
- The Police Department provides training for bank employees on how to respond in emergency situations. All banking institutions have alarm systems that connect to the Police Department.
- The Fire Department conducts an annual inspection of all non-residential uses to detect potentially hazardous conditions.



## **VII. NOISE ELEMENT**

### **INTRODUCTION AND BACKGROUND**

Existing and future areas of Los Alamitos will be affected by the noise environment. The purpose of the Noise Element is to provide information on current and future noise levels in the City. In largely undeveloped areas, this information is used to identify the most suitable locations for various land uses, especially those that are particularly sensitive to noise impacts. In more built-out areas, the Noise Element provides a General Plan basis for the enforcement of noise associated standards and codes and thereby protects the health and well-being of the persons living and working in Los Alamitos.

A Noise Element has been a requirement of the General Plan since 1971. In 1975, amendments to the legislation were made and the Office of Noise Control, Department of Health Services, issued a set of Noise Element Guidelines. Amendments addressing the content of the Noise Element were adopted by the State legislature in 1985. Section 65302(f) of the California Government Code requires:





"A noise element which shall identify and appraise noise problems in the community. The noise element shall recognize the guidelines established by the Office of Noise Control in the State Department of Health Services and shall analyze and quantify, to the extent practicable, as determined by the legislative body, current and projected noise levels..."

Current and projected noise levels are required for several sources such as highways and freeways; local streets and primary arterials; railroad operations; airport operations; local industrial plants; and other ground stationary noise sources.

Noise is often defined as unwanted sound. Although sound is measurable, noise is subjective. The effects of sound on people range from annoyance and inconvenience to temporary or permanent hearing loss. Every day people are subjected to a multitude of sounds at home or in the work place. The relationship between measurable sound and human irritation is the key to understanding noise impact.

The A-weighted decibel, commonly abbreviated as dB(A), has been devised to relate sound to the sensitivity of the human hearing system. This scale is calibrated to the faintest sound audible, and has approximately the same frequency response as the human hearing system. A listener often judges an increase in sound levels of 10 dB(A) as a doubling of sound.

Many of these sounds are by-products of desirable and necessary day-to-day activities. Unfortunately, some of these sounds are not only undesirable, but may also be detrimental to health. These sounds are generally referred to as noise.

Cumulative noise rating scales such as the Day-Night Average Sound Level (Ldn) and the Community Noise Equivalent Level (CNEL) used in California are essentially 24-hour averages of sound levels. CNEL values are obtained by measuring hourly average sound levels, adding 5 dB to the 7 p.m. to 10 p.m. (evening) sound levels and 10 dB to the 10 p.m. to 7 a.m. (night) sound levels, then calculating the CNEL value. The noise environment is most frequently described in terms of "ambient" noise levels. Ambient noise is the surrounding or prevailing noise environment at a location. Therefore, it does not refer to the noise levels from any given source, but represents a merging of all sources.





## **Relationship to Other General Plan Elements**

The Noise Element is a guide for the Land Use Element as it identifies noise sensitive areas. This information is considered in designating land uses that are noise compatible. Since roadway noise is the prime noise generator in most communities, the Circulation Element has an important effect on the noise environment. Residential land uses are among those that are noise sensitive. Housing Element programs must consider data presented in the Noise Element when evaluating potential housing sites.

## **NOISE SETTING**

### **Roadway Noise**

Automobiles produce the major surface noise (52 to 83 dBA) in Los Alamitos. Noise associated with passenger vehicles is generated by the engine, tires, and muffler system. Noise varies with road conditions and speed. Generally, noise levels generated by automobiles are greater for high speeds than for low speeds. At speeds above 50 miles per hour, tire noise predominates over engine noise. In general, diesel trucks and buses generate noise levels that are at least twice as loud as, or 10 dBA greater than, general automobile traffic. Truck and bus noise is not as dependent on speed as automobile noise. Truck and bus noise levels (62 to 79 dBA) depend on road and traffic conditions such as the presence of curves and grades and whether or not the vehicle is accelerating.

Motorcycle noise is one of the most annoying aspects of transportation noise. New motorcycles are regulated by noise standards, and the muffling system is sealed by the California Highway Patrol. Unfortunately, many of the mufflers are modified, resulting in excessive and annoying noise levels. It has been determined that motorcycles are the most frequent violators of legal noise limits in California according to a Highway Patrol survey of 1.18 million motor vehicles.

Noise associated with vehicular traffic is the primary source of noise within the City of Los Alamitos. High generators of surface transportation noise include the I-605 Freeway and major arterials. Existing CNEL contours are shown in Exhibit 16 and in Table VII-1. The traffic noise levels were computed using the Highway Noise Model published by the Federal Highway Administration ("FHWA Highway Traffic Noise Prediction Model",



FHWA-RD-77-108, December 1978). The FHWA Model uses traffic volume, vehicle mix, vehicle speed, and roadway geometry to compute the LEQ noise level. A computer code has been written which computes equivalent noise levels for each of the time period used in CNEL, weighing these noise levels and summing the results in the CNEL for the traffic projections used. The traffic data used to project these noise levels were derived from the updated Circulation Element. The traffic mix data for the arterials are based on measurements for roadways in southern California. Noise referral zones are those areas within the contour that defines a CNEL level of 60 decibels. It is the level at which planning for future noise sensitive land uses should consider acoustical impacts. Noise sensitive land uses include residences of all types, rest homes, hospitals, places of worship and schools.

Future (year 2000) noise contours are shown in Exhibit 17 and described in Table VII-2. A greater number of residences will be affected by traffic noise as traffic volumes increase.

### **Airport Noise**

Air transportation noise is generated by aircraft operations at the Armed Forces Reserve Center (ARFC) Los Alamitos, formerly known as the Naval Air Station, Los Alamitos. Short-term intrusive noise impacts are associated with helicopter activity. High and moderate noise impacts zones, as designated by the Airport Environs Land Use Plan, are shown in Exhibit 18.

### **Railway Noise**

Railway noise is generated by the Southern Pacific Rail Line between Cerritos and Katella Avenues. As there is only one railway operation per day, no significant noise impact occurs.

### **Stationary Noise Sources**

There are occasional intrusive noise impacts where no buffering exists between residential and industrial land uses. There are no industrial establishments that generate noise complaints on a regular basis. Some residents in the Denwood Avenue area are impacted by motor pool activities at the air station.



## **ISSUES AND OPPORTUNITIES**

### **Issues**

- Development of large traffic generating projects in adjacent communities will increase noise levels along the Los Alamitos roadway system. As these projects are beyond the City's jurisdiction, a cooperative planning effort between Los Alamitos and surrounding cities will be needed to reduce adverse noise impacts.
- Vehicular traffic will continue to be the major noise generator in Los Alamitos.

### **Opportunities**

- The AFRC is projected to maintain its current level of operations for the next twenty years. Existing noise contours are not anticipated to expand significantly.
- Noise attenuation in areas where industrial and residential uses interface can be achieved by setbacks from the noise source, sound attenuation barriers, noise attenuating construction materials or any combination of the above.
- When funding becomes available, the AFRC motor pool may be relocated to an area that does not abut residential land uses.

## **GOALS AND OBJECTIVES**

### **Goals**

- To contribute to a healthy and safe environment by minimizing noise impacts.
- To establish standards and criteria that will protect the public health, safety, and welfare of Los Alamitos residents.
- To provide acceptable exterior and interior noise environments for residential and other noise-sensitive land uses.

### **Objectives**

- Achieve maximum efficiency in noise abatement efforts through intergovernmental coordination and public information programs.
- Guide relatively noise-tolerant land uses into areas irrevocably committed to land uses which are noise producing such as transportation corridors.





- Ensure that future developments will be constructed so as to minimize interior and exterior noise levels.
- Establish standards for residential and non-residential noise levels.

## **IMPLEMENTATION PROGRAM**

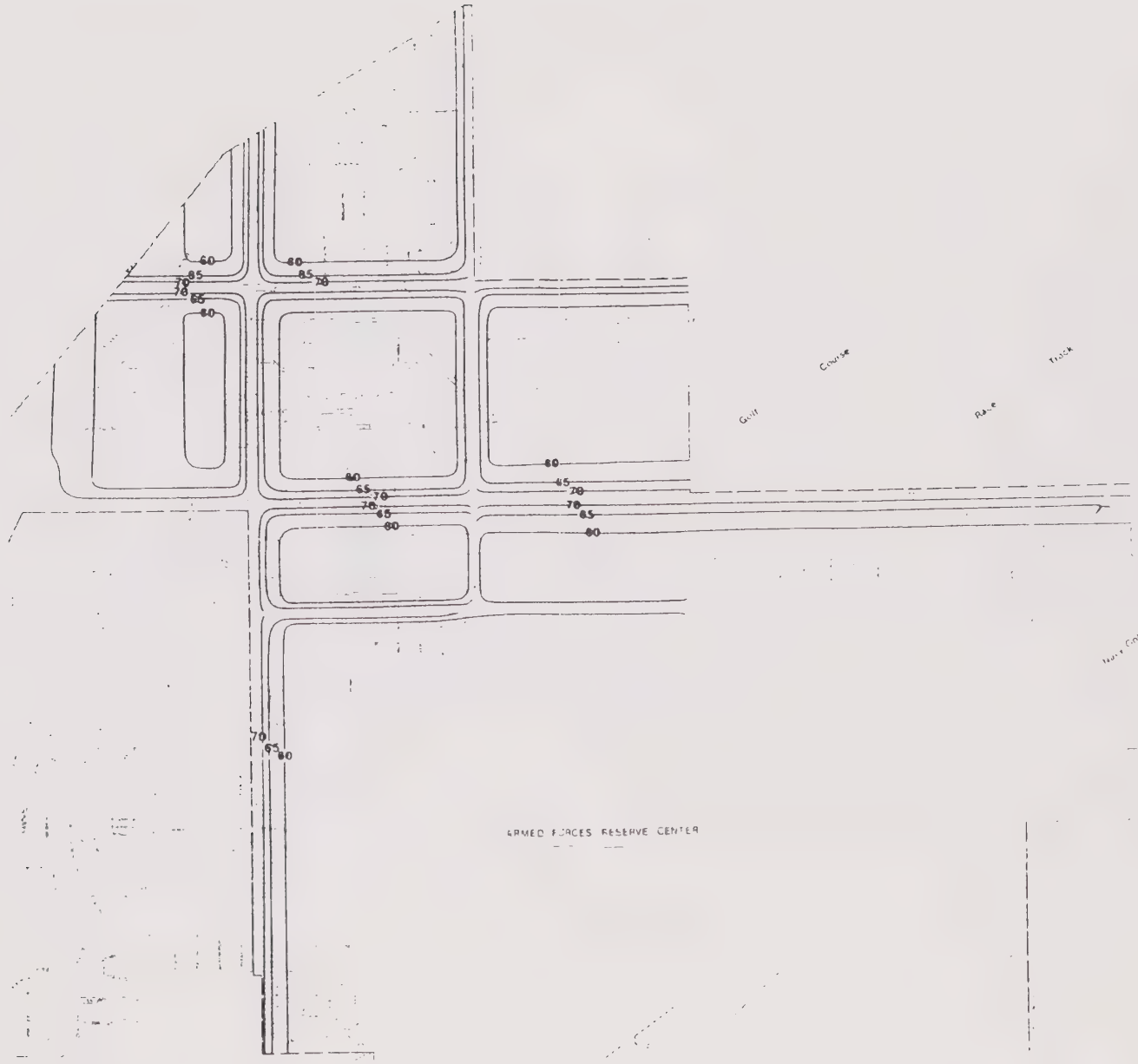
### **Policies**

- Integrate noise considerations into the community planning process to prevent noise/land use conflicts.
- Through traffic shall be minimized in residential areas.
- Promote (when appropriate) alternative sound attenuation measures. These may include berms, wall barriers, a combination of berms and landscaping or siting buildings away from the roadway, or other noise source.

### **Programs**

- Adopt and enforce a Noise Ordinance.
- Methods for determining noise-compatible land uses shall be established. The City should consider adopting Table VII-1 "Land Use Compatibility for Community Noise Environments" as one means of determining noise-compatible land uses.
- Adopt zoning development standards to mitigate noise impacts where residential land uses are proposed adjacent to industrial or intensive commercial uses.





Existing CNEL Noise Contours  
CITY OF LOS ALAMITOS  
GENERAL PLAN PROGRAM



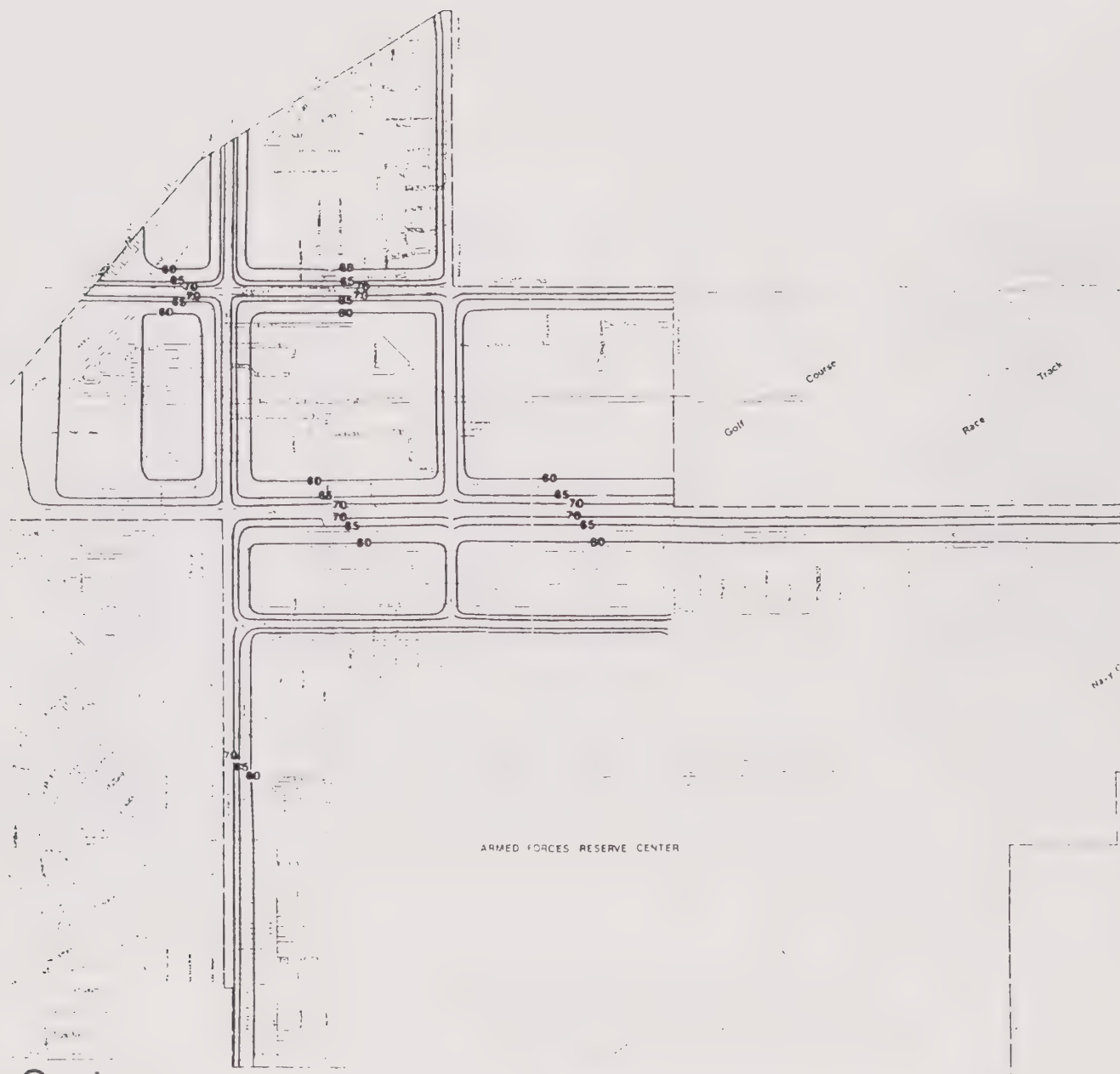


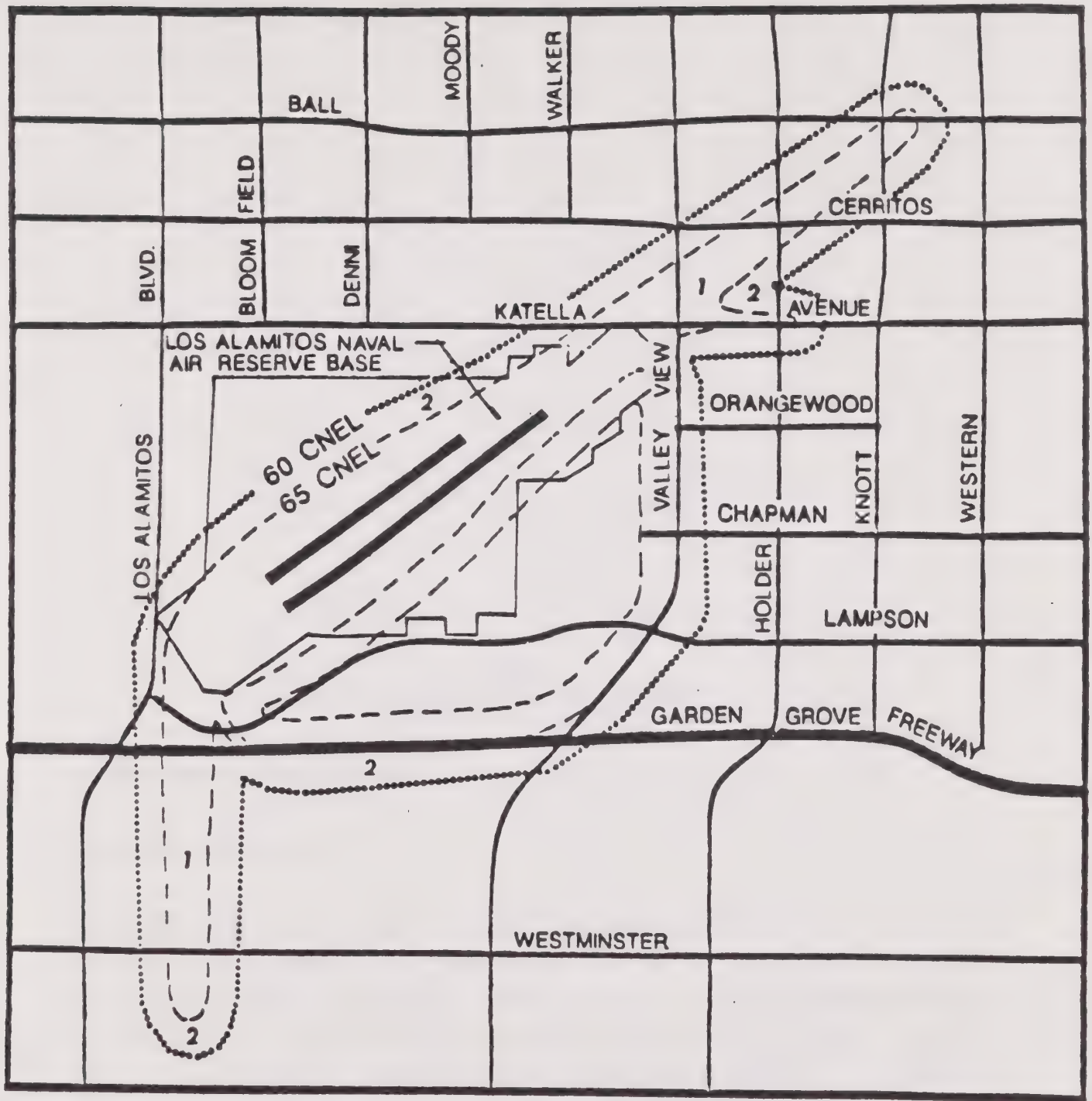


TABLE VII-2  
FUTURE (2000) CNEL NOISE CONTOURS  
*City of Los Alamitos*

Roadway Name	Extent	Index	ADT (,000)	Speed	CNEL @ 100 ft.	Distance to CNEL Contour (feet)		
						70 CNEL	65 CNEL	60 CNEL
FUTURE TRAFFIC PROJECTIONS, YEAR 2000								
Cerritos Avenue	I-605 to Los Alamitos	1	31.1	45	67.3	66	143	308
	Los Alamitos to Bloomfield	1	29.3	45	67.1	64	138	296
	East of Bloomfield	1	26.3	45	66.6	59	128	276
Katella Avenue	I-605 to Los Alamitos	1	56.0	45	69.9	98	212	456
	East of Los Alamitos	1	53.4	45	69.7	95	205	442
	West of Bloomfield	1	51.5	45	69.5	93	200	432
	Bloomfield to Lexington	1	49.9	45	69.4	91	196	423
	East of Lexington	1	52.1	45	69.8	94	202	435
Farquhar Avenue	Los Alamitos to Bloomfield	1	9.9	40	61.1	26	55	118
	Bloomfield to Lexington	1	4.0	40	57.2	14	30	65
I-805 Freeway	Katella to Spring	3	184.0	55	79.5	433	933	2011
Los Alamitos Boulevard	North of Cerritos	1	23.7	45	66.1	55	119	257
	Cerritos to Katella	1	34.8	45	67.8	72	154	332
	Katella to Farquhar	1	31.8	45	67.4	67	145	313
	Farquhar to Rosamoor Way	1	38.1	45	68.2	76	164	353
	Rosamoor to Bradbury	1	36.1	45	68.0	73	158	341
Bloomfield Street	North of Cerritos	1	15.4	40	63.0	34	74	159
	Cerritos to Katella	1	20.0	40	64.2	41	88	189
	Katella to Farquhar	1	4.8	40	58.0	16	34	73







- 1 HIGH NOISE IMPACT ZONE
- 2 MODERATE NOISE IMPACT ZONE

# Noise Impact Zones

## CITY OF LOS ALAMITOS

### GENERAL PLAN PROGRAM

SOURCE: AIRPORT  
LAND USE COMMISSION  
FOR ORANGE COUNTY



## **VIII. PARKS AND RECREATION ELEMENT**

### **INTRODUCTION AND BACKGROUND**

#### **General Plan Legislation**

Government Code Section 65302 gives local jurisdictions the authority to adopt "any other elements or address any other subjects which . . . relate to the physical development of the county or city". Common themes for optional elements include recreation, public facilities, historic preservation and community design. Optional elements have the same force and effect as mandatory elements. The optional element must also be consistent with the other elements of the General Plan.

#### **Purpose and Function**

The purpose of the Parks and Recreation Element is to provide adequate parklands and recreational programs to serve the needs of Los Alamitos residents. As a small, fully urbanized community, it is important to ensure the provision of adequate open space for recreation and to maintain these areas for their optimum utilization.



## **Relationship to Other General Plan Elements**

The Parks and Recreation Element is most closely linked to the Open Space Element as open space for outdoor recreation is a category considered in that element. The Parks and Recreation Element affects land use designations shown on the land use map of the Land Use Element. Areas to be reserved as parklands are indicated as open space. This element is also linked to the Housing Element as residential neighborhoods require park facilities that are easily accessible.

## **Existing Setting**

1. The City has a current population of 12,171 but the City has a recreational service area of between 30,000-40,000 people.
2. The City's 1974 Open Space Element used the ratio of 4 acres per 1,000 people to calculate parkland need, which is not the same as the ratio used to determine the Park Development Ordinance Fee (2.5 acres per 1,000 people).
3. The City of Los Alamitos parks and recreation system consists of play lot/tot lots, neighborhood parks, community parks, and school district or Department of Army facilities used through joint-use agreements. The City has recently completed the expansion of the Community Center Complex from 7,500 square feet to 11,326 square feet, providing an additional 3,500 square feet of recreational space. The existing park facilities are described as follows (refer to Figure 1 – Park Locations).

### **4 Tot lots (.50 ac.):**

- Labourdette Park (.50 ac.)
- Soroptimist Park (.25 ac.)
- Stansbury Park (.75 ac.)
- Stearns Park (.25 ac.)

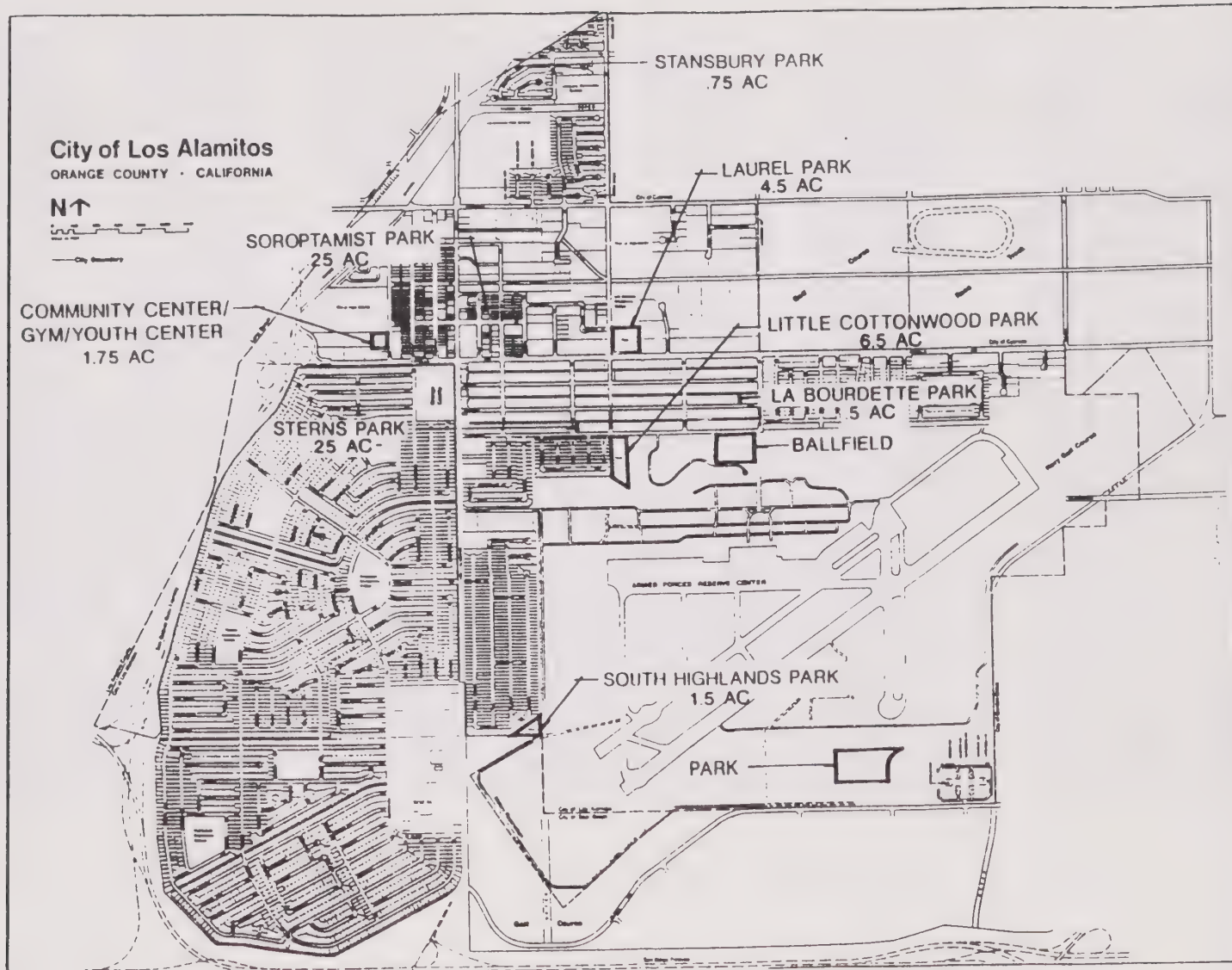
### **1 Neighborhood Park – South Highlands Parks (1.5 ac.)**

### **3 Community Parks:**

- Community Center/Gym/Youth Center  
(1.75 ac. inc. 11,326 square feet for community center and 3,352 square feet for youth center)
- Laurel Park (4.5 ac., a joint-use agreement with Los Alamitos Unified School District)
- Little Cottonwood Park (6.5 ac., a joint-use agreement with Department of Army)







Park Locations Map  
CITY OF LOS ALAMITOS  
GENERAL PLAN PROGRAM



4. The City owns approximately ~~4.7~~<sup>5.0</sup> acres of park and open space and will soon be acquiring the 6.5 acre Little Cottonwood Park (currently in a joint-use agreement with the Department of Army) for a total of 11.5 acres. While Los Alamitos does not own Laurel Park, the City has full access to this facility, thus, the total space available increases to 16 acres. (4.5 acres)
5. Using the 2.5 acres per 1,000 people ratio, the City presently requires 30.5 acres of park land. Consequently, there is a shortfall of 14.5 acres (30.5 acres minus 16.0 acres). The shortfall or deficiency is made up through joint-use and other agreements which give Los Alamitos residents limited access to non-city owned facilities.
6. The City has developed joint-use agreements with the Los Alamitos Unified School District and Long Beach Unified School District to provide access to approximately 17 acres of recreation area including ball fields, gym facilities, and pool facilities (using the total of 51 acres multiplied by 33%, which is the percentate of the sites in open space.) Use of these facilities is not unlimited. None are available during school hours when school is in session. The High School is available on weekends. Oak School is available after school and lighted for night use. Jefferson and Pine Schools are available from 4:00 p.m. to dusk on school days.
7. The City also has limited access to the Department of Army Little League ballfields located at the southeast corner of Lexington Drive on the Armed Forces Reserve Center. The City also has within its planning area a 10 acre park developed by the City of Seal Beach, north of Lampson Avenue.
8. The City has convenient access to regional recreation facilities such as: Mile Square Regional Park, O'Neal Park, University Park, Los Alamitos Racetrack, El Dorado Regional Park and Golf Course, and NAS Golf Course. Other sources providing indoor recreation opportunities include the Brunswick Bowling Alley, Rossmoor/Los Alamitos Library, and the Rossmoor Racquetball Club, plus private athletic clubs.
9. The attractiveness and quality of the City's recreational programming continues to draw residents from surrounding areas which enables the Recreation and Community Services Department to further respond to the needs of Los Alamitos residents through diversified programs and services.
10. The Recreation and Community Services Department is responsible for providing programs and services aimed at meeting the cultural, social, and leisure services needs of the City. The Department provides a variety of services available to all citizens of the community. The services include year round recreational programs, special interest classes, sports leagues, excursions, special events, and senior citizens' activities. The Department consists of a Director, Community Services





Supervisor, Recreation Supervisor, Department Secretary, Secretary, and numerous part-time and seasonal employees.

11. The Los Alamitos Youth Center, Inc., a non-profit organization located at 10909 Oak Street, provides supplemental recreational programming through an administrative services agreement with the City of Los Alamitos.

## ISSUES AND OPPORTUNITIES

### Issues

1. The parkland needs ratio established in the 1974 Open Space Element of 4.0 acres per 1,000 people does not agree with the ratio used in the Park Development Fee Ordinance of 2.5 acres per 1,000 people.
2. Vandalism is a problem in certain parks, specifically Labourdette Park and to a lesser extent at Little Cottonwood Park. Problems include graffiti and destruction of park equipment.
3. The City is 95% built-out and it is difficult to acquire new park sites.
4. The City has separate joint-use agreements with the School Districts for each shared facility, but does not have a single agreement that guarantees community access to the School District facilities. Instead, an informal use agreement exists between the School District and the City that enables the City to handle recreational programming at all the school facilities based on community demand.
5. The current joint-use agreement developed between the City of Los Alamitos and the Los Alamitos Unified School District and Department of Army have different term lengths that range between 16 years to "in perpetuity". Currently there are six agreements. One of these agreements (Los Alamitos High School pool) is up for renewal in 1989 and the bulk are up for renewal before the year 2010. While in all likelihood the agreements will be renewed, there is always the consideration that the agreements can be discontinued and that the City does not have ultimate control over the recreation resource.
6. Existing neighborhood and demographic statistics used to determine recreational park needs and programming are outdated.
7. The community would like to see permanent restroom facilities developed at Little Cottonwood Park. The immediate action has been to place portables at the park site.
8. It is anticipated that in the future there will be a need for expanded daycare and senior programs.



## **Opportunities**

1. Development of a single comprehensive joint-use agreement that guarantees access and use of facilities "in perpetuity" with the Los Alamitos School District and the Long Beach School District will ensure the City a more dependable and stable recreation base.
2. Development of joint-use agreements between the City of Los Alamitos and adjacent cities of Long Beach, Seal Beach, and Cypress, since undeveloped land is scarce.
3. Creation of usable open spaces in new or infill developments through special development standards or bonus incentive provisions, especially in high density residential areas.

## **GOALS AND OBJECTIVES**

### **Goals**

1. Continue providing guidelines through which a balanced system of recreational facilities, programs, and park and open space areas will be developed within the Los Alamitos recreational service area.
2. Maintain principles and standards necessary for development of future facilities answering community needs.
3. Continue establishing the type and approximate location of recreational facilities needed throughout the community.
4. Provide maximum recreational programming to serve all age groups of citizens of Los Alamitos.

### **Objectives**

1. In cooperation with the Public Works Department, further improve the maintenance program to provide and maintain park areas and recreational facilities in the most functional, attractive, clean, safe and convenient manner possible.
2. Develop a brochure depicting uses, occupancy levels, and amenities of the Community Center with the emphasis on promoting maximum utilization through consistent rentals of the expanded facility.
3. Strengthen the Senior Meals Program through improved community awareness. Work directly with the Youth Center Administrator to ease the impact of the nutrition program on Youth Center programs and services.





4. Develop cooperative programs with the elementary school in the area of youth sports for children in the 3rd through 8th grades.
5. Promote water safety instruction for all age groups through the Summer Aquatics Program Swim Program.
6. Open summer playground sites at Little Cottonwood and South Highlands Park.
7. Assist community sports organizations and special interest groups whenever possible by providing facilities and program publicity to enhance the current level of inter-organizational cooperation.
8. Ensure effective training programs for full and part-time staff through participation in training workshops, and seminars.
9. Provide opportunities for staff to interrelate with staff from other leisure service agencies throughout southern California.

## **IMPLEMENTATION PROGRAM**

### **Policies**

1. Continue to work cooperatively with the Los Alamitos Unified School District, Long Beach Unified School District, and Department of Army to provide maximum recreation programming opportunities for City residents.
2. Promote a cooperative recreation relationship with Rossmore Community Services District and adjacent cities of Long Beach, Seal Beach, and Cypress.
3. Support the Orange County Municipal Athletic Association (OCMAA) and Southern California Municipal Athletic Federation (SCMAF) whenever possible.
4. Work cooperatively with Los Alamitos Unified School District to provide year-round child care with the expansion of the Summer Day Camp Program at the Los Alamitos Elementary School Site.
5. Protect the natural resources within the City such as the flood control channels which provide recreational activity opportunities.

### **Programs**

1. The City shall adopt a revised open space ratio of 2.5 acres of parkland per 1,000 people since the City uses that ratio to determine their Park Development Ordinance Fee.
2. The City shall explore the development of a single comprehensive joint-use agreement with the Los Alamitos Unified



School District, Long Beach Unified School District, and Department of Army that guarantees access and use of recreational facilities 'in perpetuity' or other long term arrangement that ensures a greater degree of stability and security.

3. The City shall explore the development of joint-use agreements with adjacent cities of Long Beach, Seal Beach, Cypress, and Rossmore Community Services District to maximize recreational facilities available to its residents.
4. The City shall conduct a comprehensive neighborhood survey to determine the existing demographics and identify future growth trends and recreation needs.
5. The City shall study the development of permanent restroom facilities or other alternatives at Little Cottonwood Park.
6. The City shall develop a comprehensive park protection program in cooperation with neighborhood watch and the community to reduce incidents of vandalism within the park facilities.
7. The City shall develop a pilot program for the recycling of paper, glass, and aluminum to generate additional funds for recreational equipment.
9. The City shall continue to serve a larger recreational service area provided the demand and cost for programs are borne by those participating in those recreational programs, but not at the expense of City residents.
10. The City shall upgrade the park irrigation systems to utilize moisture sensors for more efficient water conservation and management.
11. The City will continue to make the Community Center available for local community groups such as the Boy Scouts, the art league, and sports leagues for meetings at no charge to the community organizations.
12. The City will continue to implement the Community Sports Board to ensure that open space needs are met for all members of the community. The recreation supervisor meets semi-annually with all groups that need open space to determine need and to allocate the use of City and school district sites.
13. Continue summer programs at Little Cottonwood and South Highland parks at no cost to residents.
14. Continue providing professional group and private tennis instruction; promote a junior and an adult tennis tournament in addition to the City Tennis Championships.



15. Continue liaison support for Los Alamitos Youth Center, Inc., Los Alamitos Senior Citizen's Club, Inc., Los Alamitos Sister City Committee, and Los Alamitos Tennis Club.
16. Monitor and improve programs for grades 3 through 8.
17. Continue to implement programs and classes for two year old children; add additional Mommy and Me classes on Saturday to provide further opportunities for interaction between children and their working parents.
18. In the event that joint-use agreement cease to be available, alternate means of funding shall be considered. Potential sources of funding are described in the Technical Appendix.





## **IX. GROWTH MANAGEMENT ELEMENT**

### **INTRODUCTION AND BACKGROUND**

#### **General Plan Legislation**

Since the late 1960's, many California communities have developed growth management systems to promote a wide variety of environmental, social and economic goals. The California Department of Housing and Community Development has adopted the following definition:

"Growth controls" are ordinances and measures adopted by local governments which impose on-going (though possibly limited-term) restrictions on housing development. Growth controls include both fixed annual limits and variable limits based on certain criteria (e.g., population growth or traffic levels). They do not include zoning measures (e.g., large-lot zoning), strict development standards, and one-time project rejections which might constrain housing development"

To be a proper exercise of the police power, a growth management system must reasonably relate to the public welfare. A growth management element must comply with the following requirements:



- 1) It must be substantially and reasonably related to the welfare of the region affected;
- 2) It cannot unfairly discriminate against a particular parcel of property; and
- 3) It cannot be arbitrary or capricious.

Growth management in Los Alamitos is accomplished exclusively within the framework of the General Plan. The Growth Management Element is an optional part of the General Plan, but has a status equal to that of the elements required by State Law.

This Element also is intended to comply with the "growth management" plan component of the Orange County Local Transportation Authority Ordinance No. 1 which is known and may be cited as the Orange County Traffic Improvement and Growth Management Ordinance. This Ordinance provides for the establishment and implementation of a retail transactions and use tax at the rate of one-half (1/2) of one percent (1%) for a period of twenty years (20) and for the Authority to issue bonds for transportation purposes.

One part of this Ordinance encourages cities to adopt a "growth management element", in accordance with the provisions of the California Government Code which govern procedures for adopting elements of a General Plan. Examples of the components of local growth management plans include:

1. Specified traffic level of service standards.
2. Adopted planning standards for fire, police, library, flood control, parks and open space, and other locally determined needs.
3. Adopted a development mitigation program.
4. Adopted a development phasing program.
5. Developed a five-year capital improvement program.
6. Participated in inter-jurisdictional planning forums.
7. Addressed a balancing of housing options and job opportunities.
8. Adopted a transportation systems management ordinance.

This Growth Management Element, together with other elements, satisfies those requirements at the policy level of the General Plan. The issue of a jobs-housing



balance is discussed in the Housing Element. Standards for parks and open space are presented in the Open Space Element and Parks-Recreation Element.

### **History of Growth Management in Orange County**

To understand the current slow-growth climate it is helpful to review Orange County's history. The factors that led to serious growth control efforts had their genesis in the transition of the region from a bedroom community of Los Angeles, to its new status as an independent and thriving business center. The availability of lower-cost land and a local labor pool, as well as the undeniable attractiveness of beaches, recreation and good air quality, eventually drew companies from older, more congested sections of Los Angeles to the Anaheim, Santa Ana and Irvine areas.

Highways were built in the 1950 and '60's to serve this burgeoning population, which then opened the way for more development. Orange County's first planned community, Mission Viejo, provided affordable housing opportunities to those who commuted to Los Angeles, then to closer-in destinations as employment centers become established. The Irvine Company began developing its huge acreage in the late '60's, offering residential neighborhoods and nearby commercial centers located close to employment. As business centers developed across the county, automobile travel was the favored means of transportation -- gas was cheap and the transit system was not efficient enough to lure people from their cars.

Enough excess capacity existed on the Orange County freeways to accommodate the development during the '70's, even though no new roads would be built during the governorship of Jerry Brown (1974-82). However, the capacity was not intended to sustain the type of growth and development that has taken place. This was primarily due to a shortage of funds at the state level in order to build for long-term needs. In addition, with today's cars becoming more fuel efficient to reduce a dependency on imported oil, fewer tax dollars are collected, yet the cost of all road-related items has risen; therefore, the road system has been allowed to deteriorate due to lack of funds.

Since 1977, the two lane-miles of freeway were constructed in Orange County, while the population has increased 400,000. Orange County's geographical location is such that it





becomes a throughway for drivers from San Diego County and the Inland Empire. The significance of that lack of highway construction was masked somewhat by the 1980's recession, which slowed new construction.

As the county emerged from the recession, construction of all kinds skyrocketed, more businesses chose to locate here, and employment rose substantially. Traffic slowed to a crawl, as rush hours grew longer. Seeing homes being framed while sitting in stop-and-go traffic led to an irresistible conclusion: there were too many people moving to Orange County.

County planners admit that a combination of overly optimistic schedules for construction of new freeway corridors and other public services, as well as lack of funding, have contributed to the current lack of infrastructure. They also blame growth problems on a failure to accurately predict the growth of areas around John Wayne Airport, Anaheim Stadium, and the Irvine Business Complex. County staff did not begin to identify various infrastructure shortages until 1979 and it took several years before recommendations were made. By then it was too late. (Los Angeles Times, May 6, 1988.) The lack of a coordinated, regional planning also contributed to the problem. County planning cannot compensate for what individual cities may permit in development, but the problems spill over into neighboring areas.

Rising home prices in Orange County, which came about because of increasing land prices, developer fees (which had been instituted in the wake of Proposition 13 to support such services as schools, sewers and other items) and growing demand, sent young, first-time buyers to the more affordably priced Inland Empire. These people, some of whom commute three-plus hours per day from Inland Empire areas, added to crowded freeways during morning and evening rush hours.

### **Purpose and Function**

Growth management differs from growth control because numerical limits are not imposed. Growth is managed so that the consequences of development (e.g., traffic, increased sewer consumption) meet certain agreed upon standards or criteria. For instance, if traffic is the City's chief concern then traffic generated by new development must fall within certain standards or levels of service or the new development will not be approved.





Two basic approaches for managing growth may be considered during the General Plan process: 1) establishing building quotas and 2) ensuring adequate levels of public service and infrastructure for existing and new development. The second method, which relies on establishing performance standards for new development, was the approach recommended for growth management in Los Alamitos.

### **Relationship To Other General Plan Elements**

This element is a composite statement of several elements of the General Plan, particularly Land Use, Circulation Housing, and Noise in terms of the growth which is permitted and planned for Los Alamitos. Besides being a composite statement, the Growth Management Element provides another yardstick by which to measure the consistency of projects with the General Plan.

### **Growth Management Setting**

Los Alamitos is located in the western portion of Orange County. It is bordered by Los Angeles County to the west, the cities of Cypress and Garden Grove to the east, and Seal Beach to the south. Downtown Los Angeles is 18 miles northwest and San Diego is 105 miles southeast of Los Alamitos. Katella Avenue provides direct access to the 1-605 Freeway and is a major parallel facility to the 1-405 Freeway. Los Alamitos is a small suburban community. Single family residential is the predominant land use. Because of its location and freeway accessibility, Los Alamitos has a greater amount of through traffic on its arterials than other cities of similar size. While all arterials are currently operating at levels of service C or better, congestion has been steadily increasing. The land use plan for the City and land use categories are detailed in the Land Use Element.

Several General Plan alternatives were considered by the Planning Commission and City Council during the course of the Study Sessions and Town Hall Meetings. The alternatives were considered at two levels: conceptual alternatives and alternative courses of action for each of the major study areas.

After careful consideration and evaluation, the Planning Commission selected a Managed Growth Alternative that:

- Maintained the residential profile of the City's neighborhoods.



- Incorporated congregate care and seniors housing at two sites in the City.
- Re-designated a commercial block in the Old Town West area to multiple-family residential. At ultimate build-out, residential development of this block would yield an additional 44 units.
- Re-designated certain areas of the AFRC from "Study Area" to Community and Institutional Uses such as Parks and HEW.

New residential development consistent with the Managed Growth Alternative would result in an additional 966 housing units and an estimated population increase of 2,457. Tables IX-1 and IX-2 provide the data on housing unit potential and population increase. The City's estimated population increase equals about 20% of the City's present population.

There is very little undeveloped residentially zoned land in the City. New residential development will occur primarily through the recycling of multi-family zoned land, resulting in the demolition of older single-family residences. New growth will occur in multiple family neighborhoods. Single family, commercial and industrial areas are largely built-out.

The Southern California Association of Governments has projected a need for 399 new housing units between the time period of mid-year 1989 to mid-year 1994. Of this total need, 157 dwellings are needed, according to SCAG, in the very low and low income categories.



**TABLE IX-1**  
**HOUSING UNIT POTENTIAL**

<u>Housing Location/Type</u>	<u>Number of Units</u>
• Congregate Area	154
• Old Town East	48
• Old Town West	270
• Apartment Row	423
• 202 Seniors Housing	71
	<b>966</b>

**TABLE IX-2**  
**POPULATION FORECAST**

	<u>Housing Units</u>	<u>Population</u>
Multi-Family	741	2,075
Seniors Housing	<u>225</u>	<u>382</u>
	<b>966</b>	<b>2,457</b>





## ISSUES AND OPPORTUNITIES

### Issues

- Development of projects outside the City boundaries will have a far greater impact on the Los Alamitos street system than all future development within the city.
- Substantial traffic will be generated by projects such as the race track property, Bixby Development and Cypress Homes which are in proximity to Los Alamitos, but outside the City limits. While Los Alamitos has no jurisdiction over these areas, it will be greatly impacted by traffic associated with the above referenced developments.
- Future average daily traffic for the year 2000 (including traffic associated with Cypress Downs, Bixby and Sorrento) have been calculated. Roadway links 4 and 12 will decrease from Level of Service C to Level of Service E. Roadway links 7, 8, 9, 10 and 11 will be operating at Level of Service F. Levels E and F are undesirable conditions.
- High accident areas consist of the following intersections:
  - Katella and Los Alamitos
  - Katella and Pine
  - Katella and Reagan.

Contributing factors are high traffic volumes, high speeds and a number of turning movements (particularly left turns). The intersection of Katella Avenue and Los Alamitos Boulevard is the second busiest intersection in Orange County.

- Development of large traffic generating projects in adjacent communities will increase noise levels along the Los Alamitos roadway system. As these projects are beyond the City's jurisdiction, a cooperative planning effort between Los Alamitos and surrounding cities will be needed to reduce adverse noise impacts.

### Opportunities

- The California Environmental Quality Act (CEQA) allows Los Alamitos to monitor and comment on projects in adjacent jurisdictions that could have circulation impacts of regional significance.
- Establishment of a communication network with neighboring jurisdictions for mutual involvement in planning decisions regarding major development proposals could minimize or mitigate regional impacts.



- Monitor development within the City to determine growth trends.

## **GOALS AND OBJECTIVES**

### **Goals**

- To retain the small town atmosphere in the City as it reaches ultimate build-out.
- To encourage the preservation of sound quality single-family homes in neighborhoods undergoing transition.
- To ensure that all portions of the City are adequately served with essential services, utilities and recreational/open space facilities.
- To establish standards and criteria that will protect the public health, safety, and welfare of Los Alamitos residents.
- To minimize the impacts of growth in surrounding communities on the Los Alamitos circulation system to the greatest extent possible.

### **Objectives**

- During the 5-year planning period the City's numerical objective for new construction is 300 housing units. Most of this new construction will be met by the development of a congregate facility and Section 202 senior housing development. The 71-unit seniors housing development also will contribute to meeting the City's "Share of Regional Housing Needs."
- To maintain Level of Service D along all arterials.
- To increase operational safety in areas of high traffic speeds and volumes.

## **IMPLEMENTATION PROGRAM**

### **Policies**

- To support the County of Orange in implementing regional growth management measures.
- To closely monitor new development along roadway links that operate below Level of Service C.
- To take a proactive role in developing an interjurisdictional approach to planning for major development projects in adjacent communities.



- To provide planning assistance through the Community Development Department to local businesses interested in developing transportation management systems.

#### **Actions**

- Adjacent communities have been notified that Los Alamitos will continue to monitor large-scale projects that could significantly affect its circulation system and will aggressively pursue all actions necessary to protect the safety and welfare of the community.
- A traffic study shall be required for any project that would generate 100 peak hour trips in a location adjacent to a roadway operating at Level of Service D or less.
- Los Alamitos is participating in a regional planning effort with the Cities of West Orange County and southeast Los Angeles County cities including Long Beach to resolve traffic related issues. The Southern California Association of Governments has authorized a traffic study of the area bounded by the 710 Freeway, Route 39 and the Pacific Ocean to provide resource data for this group.
- Review all undeveloped residentially zoned areas within the City each year to assess development opportunities and constraints.
- Prepare an Annual Report, for review by the Planning Commission, which describes planning and development activities as well as how the goals and policies of the Land Use Element have been achieved.
- The City will continue to utilize the following funding sources for roadway improvements:
  - Orange County Unified Transportation Trust (OCUTT) funds are matching funds available from the Orange County Transportation Commission for road construction and maintenance.
  - Gas tax revenues and Community Development Block Grant (CDBG) funds provide sources of funding for neighborhood street improvements.
  - All federal funds and County AHFP funds can be used only for arterial highways. While there is a substantial need for maintenance of local streets, sources of revenue are limited.



APPENDIX D  
PARKS AND RECREATION ELEMENT





## **FUNDING SOURCES FOR LOCAL PARKS**

The major portion of funds for purchase and development of park land will come from the City's general fund. The following are methods of financing and acquisition and development of park lands the City Council should be cognizant of prior to making decisions as to which method or methods may prove the best.

### **Local Funding**

Local funding, matching funds or donated labor from service organizations may be helpful methods if the City already has the land set aside. The following are methods the City may initiate at its own discretion. These do not involve the services of an outside agency such as the State or Federal Government.

### **Pay-As-You-Go**

Pay-as-you-go is the financing of improvement projects from current revenues. Such revenues may come from general taxation, fees, charges for services, special funds, or special assessments. Advantages of this method include the saving of interest costs on borrowed money and providing for greater future budget flexibility. The major disadvantage is the need to have uncommitted cash available, which often precludes the financing of extensive capital improvement in a small community. Reserve fund financing is a variation of the pay-as-you-go method. Under this procedure, funds accumulated may result from surplus or "earmarked" operational revenues that are set aside, depreciation accounts, or from the sale of capital assets. Reserve fund financing seems to be a good way to develop park facilities in phases. The straight pay-as-you-go is hard to use in Los Alamitos because not a large amount of money is generated.

### **General Obligation Bonds**

Projects providing community-wide benefits may be financed by general obligation bonds. Through this method the taxing power of the jurisdiction is pledged to pay interest to retire the debt. General obligation bonds can be sold to finance permanent types of improvements such as schools, municipal buildings, parks, and recreation facilities. General obligation bonds may require the approval of the electorate and are



issued as either sinking fund, or, more commonly, serial bonds. The Huntington Beach bond election (June 1969) is an example of this method. This is a good method for major projects.

### **Dedication of Land for Public Use**

The State Subdivision Act No. 1170 allows for a city ordinance requiring a certain portion of land within a proposed subdivision to be dedicated for park use. In lieu of land dedication, a recreation fee may be levied on the proposed development, the funds to be earmarked for recreation and park purposes. This can be used to make sure that the multi-family infill projects contribute to recreation.

### **Park Assessment Districts**

Designate areas that are underserved with park and recreation space or make the entire city a park assessment district to develop a new park facility. Public works programs financed most equitably by special assessments are those that benefit certain areas more than others. Local improvements often financed by this method include street paving, sanitary sewer, and water mains.

### **Joint Financing**

This is a possibility for flood control property or park space right along city borders in Cerritos or Seal Beach. The proposed program might be surveyed to determine whether certain projects are equally beneficial to other government agencies, authorities, or special districts and if joint financing can be arranged. Such cooperation may bring about projects that would otherwise have to be deferred for many years and, thus, can result in better service and lower costs for the area. Some federal aid programs follow this method with a percentage of matching funds.

### **State Funding**

At the present time there are five sources of funds available for purposes of recreational development; Competitive Special District Grant, the Land and Water Conservation Act, revised December 1988, Per Capita Blockgrant, and Trails Grant Program (federal



funds administered through the state). All of these state funding sources are priority for the acquisition and development or rehabilitation of parks and recreation facilities.

### **Federal Aid Programs**

Federal aid to cities such as Los Alamitos is available through the Department of Housing and Urban Development.

The City of Los Alamitos has used federal funds in the preparation of the General Plan (701 - Urban Planning Assistance Program). This program is probably the easiest to obtain as it is the basic unit or building block from which almost all other programs must follow. It is a prerequisite for obtaining numerous other federal funds.





HOUSING ELEMENT  
OF THE  
GENERAL PLAN

City of Los Alamitos

October 1989

Appendix B



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# I. INTRODUCTION



## **INTRODUCTION**

### **Background**

In 1967, a housing element became the third mandated part of a General Plan. During the ensuing 15 years numerous revisions were made to the required contents of community housing elements. In 1981, Article 10.6 of the Government Code was enacted and now describes the content requirements of local housing elements. This legislation, commonly referred to as the Roos Bill, requires that a local housing element include an assessment of housing needs; an inventory of resources and constraints; a statement of goals, policies and objectives; and a five-year housing program.

The Housing Element is one of seven required elements which are included in the Los Alamitos General Plan. The Housing Element, in complying with the letter and spirit of Article 10.6, must respond to the four major issues which are listed below:

1. What are Los Alamitos's housing needs?
2. What can the City realistically do about meeting these needs?
3. What are the housing goals and policies of the City?
4. What specific actions can the City take to meet housing needs?

### **Purpose of the Element**

The purpose of the Housing Element is to identify local housing problems and needs and to identify measures necessary to mitigate and alleviate these needs and problems for all economic segments of the community. Another key purpose of the Housing Element is to contribute to meeting the State housing goal as stated below:

"The availability of housing is of vital statewide importance, and the early attainment of decent housing and a suitable living environment for every California family is a priority of the highest order." (Section 65581).

General, statewide purposes of local housing elements are influenced by the legislative policy and intent of Article 10.6. Section 65581 contains the following declarations which describe the legislature's intent in enacting the most recent revisions to the housing element law:



"(a) To assure that counties and cities will prepare and implement housing elements which, along with federal and state programs, will move toward the attainment of the state housing goal."

"(b) To recognize that each locality is best capable of determining what efforts are required by it to contribute to the attainment of the state housing goal, provided such a determination is compatible with the state housing goal and regional housing needs."

"(c) Local and state governments have a responsibility to use the powers vested in them to facilitate the improvement and development of housing to make adequate provision for the housing needs of all economic segments of the community."

"(d) The legislature recognizes that in carrying out this responsibility, each local government also has the responsibility to consider economic, environmental, and fiscal factors and community goals set forth in the general plan and to cooperate with other local governments and the state in addressing regional housing needs."

The Housing Element is organized to present information according to the four principal topics listed below:

1. Housing Needs Assessment
2. Inventory of Resources and Constraints
3. Statement of Goals, Objectives and Policies
4. Five-Year Housing Plan

The first component is the assessment of housing needs which includes an analysis of the following factors:

1. Condition of the existing housing stock
2. Housing costs in relation to ability to pay
3. Housing needs of special groups
4. Population and employment trends and projections
5. Share of regional housing needs

The second component is the inventory of resources and constraints which includes an assessment of the factors listed below.

1. Land supply: residential acreage; availability of suitable residential sites
2. Availability and capacity of local public services and facilities





3. Residential land use and zoning controls
4. Building codes and enforcement
5. Site improvement requirements
6. Fees and other exactions required of residential developments
7. Local processing and permit procedures
8. Utilization of State and Federal housing programs
9. Land costs
10. Construction costs
11. Availability of financing

The third and fourth major components of a local housing element are described below:

1. "A statement of the community's goals, quantified objectives, and policies relative to the maintenance, improvement and development of housing." (Section 65583 (a) ) (emphasis added)
2. "A program which sets forth a five-year schedule of actions the local government is undertaking or intends to undertake to implement the policies and achieve the goals and objectives of housing element through the administration of land use controls, provision of regulatory concessions and incentives, and the utilization of appropriate federal and state subsidy programs." (Section 65583 (a) ) (emphasis added)

### Authorization

As noted earlier, housing elements were mandated by legislation enacted about two decades ago in 1967. In 1977, "Housing Element Guidelines" were published by the State Department of Housing and Community Development (D/HCD). The "guidelines" spelled out not only the detailed content requirements of housing elements but also gave the D/HCD a "review and approval" function over this element of the General Plan. In 1981, the Roos Bill was passed, thereby enacting Article 10.6 of the Government Code. This bill, in effect, placed the guidelines into statutory language and changed the D/HCD's role from "review and approval" to one of "review and comment" on local housing elements.



The legislation also requires an update of the housing element every five years. After adoption by the Los Alamitos City Council, another revised element is mandated by 1994. By that time, much of the data and statistics from the 1990 Federal Census of Population and Housing should be available for the required update. The 1994 Los Alamitos Housing Element also will need to address the progress made on achieving the goals and objectives stated in this Housing Element.

### **Citizen Participation**

This Housing Element was prepared concurrently with the preparation of the 1989 General Plan. There were numerous opportunities for citizen participation, including a series of Town Hall meetings, Planning Commission Study Sessions, Joint Planning Commission/City Council Study Sessions, and formal public hearings. The input of all citizens was solicited throughout the planning process.



## II. HOUSING NEEDS ASSESSMENT



## HOUSING NEEDS ASSESSMENT

The Housing Needs Assessment encompasses the following factors:

- Analysis of population and employment trends and documentation of projections and a quantification of the locality's existing and projected housing needs for all income levels. Such existing and projected needs shall include the locality's share of the regional housing need. (Section 65583 (a) (1) of the Government Code) (emphasis added).
- Analysis and documentation of household characteristics including level of payment compared to ability-to-pay, housing characteristics, including overcrowding, and housing stock condition. (Section 65583 (a) (2) ) (emphasis added).
- Analysis of any special housing needs, such as those of the handicapped, elderly, large families, farm workers, and families with female heads of household, and families and persons in need of emergency shelter. (Section 65583 (a) (6) ) (emphasis added).
- Analysis of opportunities for energy conservation with respect to residential development. (Section 65583 (a) (7) ) (emphasis added).

With the foregoing in mind, the needs assessment is presented under the following four subject headings:

1. Housing Stock Condition
2. Existing Housing Needs for All Income Levels
  - Ability to pay
  - Overcrowding
  - Special housing needs
3. Projected Housing Needs for All Income Levels
  - Population trends
  - Employment trends
  - Share of regional need
4. Energy Conservation in New Development





## HOUSING STOCK CONDITION

### Introduction

There are differences between housing stock condition and housing improvement needs. The term "condition" refers to the physical quality of the housing stock; the quality of individual housing units or structures may be defined as either sound, deteriorating or dilapidated. Housing improvements, on the other hand, refer to the nature of the "remedial" actions necessary to correct defects in the housing condition such as demolition, minor repairs, major repairs and rehabilitation.

### Assessment

As of January 1988, Los Alamitos had a housing stock comprised of 4,365 dwelling units and a population of 12,115. Most of Los Alamitos's housing units are single-family dwellings; the complete breakdown is listed below:

**TABLE 1: COMPOSITION OF THE HOUSING STOCK: JANUARY 1988**

	<u>Number</u>	<u>Percent</u>
• Single-Family	2,434	55.8%
• 2-4	920	21.1%
• 5+	926	21.2%
• Mobile Home	85	1.9%
Total Units:	4,365	100.0%

**Source:** State Department of Finance, Housing Unit Estimates, January 1, 1988.

Table construction by Castañeda & Associates.

In 1980, the City's housing inventory included 3,980 dwelling units. Between April 1980 and January 1988, the stock has increased by 385 dwellings. Most of the net gain was in multiple-family dwellings, five units or more, as noted below:

**TABLE 2: CHANGES IN THE HOUSING SUPPLY: 1980 - 1988**

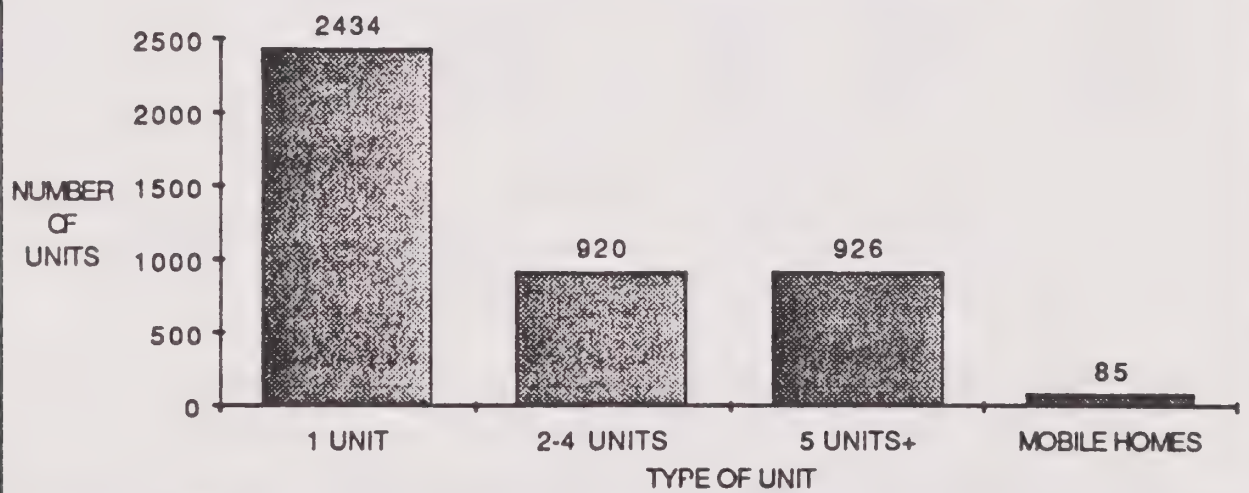
	<u>Number</u>	<u>Percent</u>
• Single-Family	22	5.7%
• 2-4	101	26.2%
• 5+	278	72.3%
• Mobile Homes	-16	-4.2%
Total Units:	385	100.0%

**Source:** 1980 Federal Census of Population and State Department of Finance.

Table construction by Castañeda & Associates.



CHART H-1  
CITY OF LOS ALAMITOS  
COMPOSITION OF THE HOUSING STOCK JANUARY 1988





The majority of the housing supply is renter-occupied; 51.7% of the stock in 1980 was renter-occupied versus 48.3% as owner-occupied. Tenure data by housing type are shown on Chart H-2 on the following page. Listed below is the tenure by housing type expressed in percentage terms:

**TABLE 3  
OWNER/RENTER RATIOS BY HOUSING TYPE**

	# Owner	% Owner	# Renter	% Renter	Total
1 Unit	1,778	73.7%	634	26.3%	2,412
Duplex	10	7.6%	121	92.4%	131
Tri-Plex 4-Plex	32	4.7%	656	95.4%	688
5+ Units	10	1.5%	638	98.5%	648
Mobile Homes	<u>91</u>	90.1%	<u>10</u>	9.9%	<u>101</u>
Total:	1,921	48.3%	2,059	51.7%	3,980

**Source:** 1980 Federal Census of Population

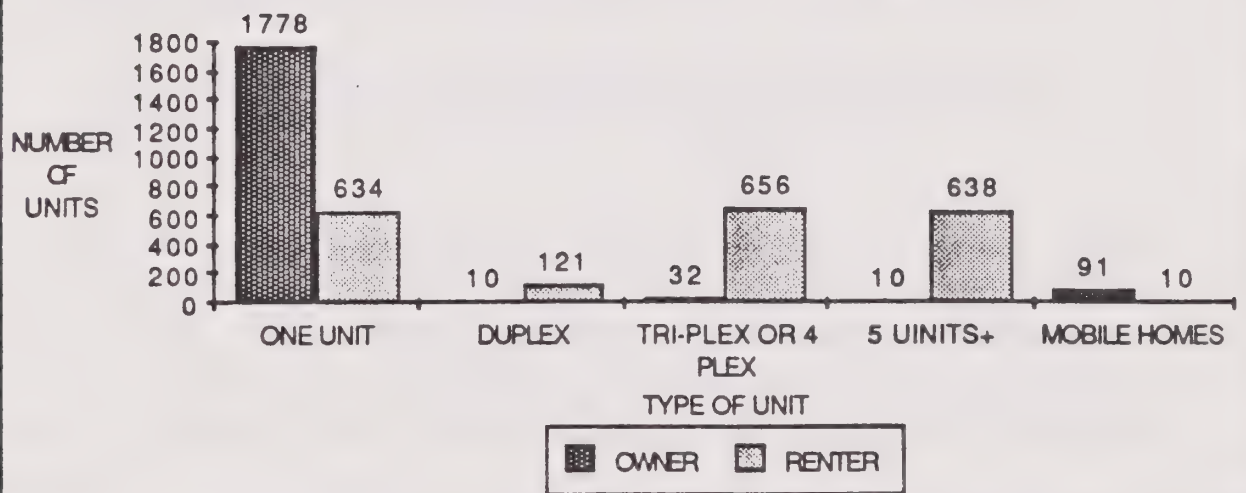
Table construction by Castañeda & Associates

Since 1980, the percentage of renter-occupied units probably has increased due to the construction of multi-family units during the past eight years. As noted in Table 2, the vast majority of the stock added since 1980 has been in multi-family structures which are predominantly renter occupied. Thus, the City's ownership ratio is anticipated to have declined since the last census.





CHART H-2  
CITY OF LOS ALAMITOS  
HOUSING TYPE BY TENURE-1980





## EXISTING HOUSING NEEDS FOR ALL INCOME LEVELS

The housing needs of resident Los Alamitos households are presented in two ways:

- Housing assistance needs
- Special housing needs

An assessment of housing assistance needs includes the following:

Analysis and documentation of household characteristics, including level of payment compared to ability to pay . . . (Section 65583 (a) (2) ) .  
(emphasis added)

. . . a quantification of the locality's existing and projected housing needs  
for all income levels. (Section 65583 (a) (1) ) (emphasis added)

Under present law, a housing element also must include an analysis of special housing needs. These needs refer to households having atypical characteristics -- the handicapped, elderly, large families, farm workers, female heads of households, and families and persons in need of emergency shelter. Overcrowded households fall within the intent of the special housing needs analysis and must be included in the needs assessment.

### Housing Assistance Needs

California housing law requires regional planning agencies to identify "existing" and "future" housing needs every five years. The Southern California Association of Governments is the regional planning agency responsible for generating the existing and future needs numbers for the cities in the six county area encompassed by Ventura, Los Angeles, San Bernardino, Riverside, Orange, and Imperial Counties. In 1983, the need figures were contained in a report known as the Regional Housing Allocation Model; in 1988 the same planning tool has been re-named to Regional Housing Needs Assessment.



In the 1988 Regional Housing Needs Assessment (RHNA), existing need is defined as the number of resident lower income households paying 30% or more of their income for housing. Previously, the same definition had been used in the 1983 Regional Housing Allocation Model (RHAM). The 1980 Federal Census was the primary data source for both the 1983 RHAM and 1988 RHNA.

According to the RHNA, there are 646 resident lower income households paying 30% or more of their income on housing costs. This number equals 15.1% of Los Alamitos's total resident households. The income and tenure distribution of these 646 lower income households is listed in Table 4.

**TABLE 4**  
**CITY OF LOS ALAMITOS: EXISTING HOUSING NEED**  
**BY INCOME AND TENURE: 1987**

	Owner	Renter	Total
Very Low Income (0-50% of median income)	72	320	392
Low Income (50% - 80% of income)	36	218	254
<b>Total:</b>	<b>108</b>	<b>538</b>	<b>646</b>

**Source:** Southern California Association of Governments, 1988 Regional Housing Needs Assessment for Southern California, Table 1: Existing Need, June 1988.

### Special Housing Needs

The State Department of Housing and Community Development has explained how special housing needs differ from other housing needs in the following terms:

"Special housing needs are those associated with relatively unusual occupational or demographic groups, such as farmworkers or large families, or those which call for unusual program responses, such as preservation of residential hotels or the development of four-bedroom apartments." \*

---

\* State Department of Housing and Community Development, "Housing Element Questions and Answers," (March 1984).

THE UNIVERSITY OF CHICAGO  
DEPARTMENT OF POLITICAL SCIENCE  
INQUIRY INTO THE CAUSES OF  
THE RUSSIAN REVOLUTION

BY  
J. H. M. SMITH  
AND  
J. H. M. SMITH

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## 1. Handicapped Households

Households with one or more members who have physical handicaps sometimes require special design features in the housing they occupy. According to the County's Housing Assistance Plan:

"Handicapped households need housing units with access ramps, wider doorways, assist bars in the bathrooms, lower cabinets, and elevators in two or more story buildings."

Some, but certainly not all, handicapped households also have housing assistance needs. The focus of handicapped households as a special need segment is primarily on their number and economic situation.

The Federal Rehabilitation Act of 1973, Section 104.3 (j) defines a disabled person as "any individual who has a physical or mental impairment which substantially limits one or more major life activities, has record of such an impairment, or is regarded as having such an impairment". According to a county-wide needs assessment conducted by United Way in 1986, there are approximately 300,000 permanently disabled persons residing in Orange County. The State Department of Rehabilitation estimates that there are approximately 230,000 Orange County residents who are physically disabled and 130,000 persons who are developmentally disabled. According to these sources, nearly 60,000 persons in Orange County are both physically and developmentally disabled. It is estimated that 15% of the overall county population is disabled.

In 1988, the Dayle McIntosh Center for the Disabled conducted a county-wide needs assessment to determine the highest areas of concerns among persons with disabilities living in Orange County. Housing was rated the number two concern of the 33 separate issues ranked by respondents. The two most prevalent housing needs for persons with disabilities are accessibility and affordability. Individuals who are mobility impaired usually need housing that can accommodate wheelchairs or has level entry ways and no interior or exterior stairs.

In 1985, the State of California adopted building regulations which required developments with five or more units of multi-family rental housing to include adaptability features to facilitate accessibility. Although these regulations have resulted in some new rental units that are partially accessible, developers may apply for





a hardship waiver to avoid the inclusion of such features. Some developers may apply the required funds to only one aspect of accessibility, such as an exterior ramp, but would still fail to take into account interior design. The accessible housing stock has not increased significantly in the last decade, according to the Dayle McIntosh Center.

The Center for Vocational Education for the Handicapped estimates that only one third of the adult disabled population is employed. A majority of Orange County's handicapped residents' income fall below 50% of the County's median income. As recipients of public assistance, many disabled persons receive fixed incomes that average \$650 per month, which places them at a disadvantage when faced with inflation and rising home costs. Since most disabled persons cannot qualify for home ownership they are forced into the already crowded rental housing market. Mention should also be made of the need for residential facilities to house persons who are unable to live independently or who need supervision or skilled nursing care. There is a severe shortage of congregate care facilities, board and care homes, and convalescent centers. Age appropriate placement is seldom possible. This is particularly crucial to the aging parents of adult disabled children or to newly disabled individuals who have no acquired skills to maintain an independent lifestyle.

With respect to handicapped households, the 1980 Census contains data on persons who have physical disabilities that are work and/or public transportation related. According to the 1980 Census, there were 517 persons in Los Alamitos with a work disability, which was defined as a physical condition that impeded a person's ability to work. Of this total, 50.3% of the persons with a work disability were prevented from working. There are no income data reported in the 1980 Census for persons with these physical disabilities. Because of these data gaps, it is not possible to estimate the number of lower income householders with a handicapped condition that are residing in Los Alamitos.

Since 1980, the City's population has increased by 5%. Based on a straight-line extrapolation, the current estimate of handicapped persons is 543.

## 2. Elderly Households

Many senior citizens have fixed incomes and experience financial difficulty in coping with rising housing costs. The financial capacity for coping with increased housing costs



depends heavily on tenure; that is, the owner or renter status of the elderly households. With infrequent and small increases in income and potentially large increases in housing costs, the senior renter is at a continuing disadvantage compared to the senior owner.

According to the 1980 Census, there were 978 persons who were 65 years of age or older which represented 8.5% of Los Alamitos' total population. There were 769 households with a elderly head or spouse 60 years of age or older. If seniors grew at the same rate as the City's total number of households, there is now an estimated 845 senior households. According to the 1980 Census, 68% of the senior households were homeowners.

### 3. Overcrowded Households

Overcrowding is defined as housing units with 1.01 or more persons per room. In 1980, there were 143 households residing in overcrowded conditions. The distribution with respect to income group is as follows:

Income Below Poverty	38
Income Between 100 and 124% of Poverty	19
Income 125% of Poverty or Above	<u>86</u>
	143

In 1980, 3.4% of all the City's households were overcrowded. This percentage, applied to the total households in 1988, yields a current estimate of 148 overcrowded households.

### 4. Farm Workers

Farm workers are one of seven special needs groups referenced in the State law. There were 25 Los Alamitos residents employed in the "farming, forestry and fishing" occupations in 1980. This employment category is an indicator of farm workers and farmworker households. The distribution of the 25 workers is as follows:



• Farm Managers	0
• Other Farm Workers	0
• Related Agriculture	19
• Forestry and Logging	6
• Fishing, Hunting and Trapping	0

Agriculture - related workers constituted 0.5% of all employed residents of Los Alamitos in 1980.

#### 5. Female Heads of Household

Demographic, social and economic conditions have combined to generate a demand for independent living quarters by households headed by females. Evidence from the 1980 Census of Population seems to confirm the consequences of this trend.

According to federal census data, the City of Los Alamitos had 1,061 female head of households. The number of female head of households represents 26.1% of all the City's households as of 1980. The 1980 Census also reported on the status of all female persons 15 years or older, as identified on the following page.

With regard to housing needs, the County's Housing Assistance Plan states:

"Single individuals with dependent children need housing which is both affordable and located close to the day-care centers and schools. A higher than normal percentage of these households are low- and moderate-income. Also, a higher than normal percentage of these households are paying more than 30% of their income or rent."

The housing needs of female heads of households are anticipated to fall into the following categories:

1. Access to housing particularly for households with children.
2. Affordability, or housing costs exceeding ability to pay.
3. Design for security and convenience.
4. Park and open space needs for female householder with children.





**TABLE 5**  
**CITY OF LOS ALAMITOS: STATUS OF FEMALE PERSONS -- 1980**

	<u>Number</u>	<u>Percent</u>
• Single female	1,087	22.2%
• Married female	2,572	52.6%
• Divorced/separated	701	14.3%
• Widowed	<u>532</u>	<u>10.9%</u>
	4,892	100.0%

**Source:** 1980 Federal Census of Population and Housing.

6. Large Families

Large families are defined as households with five (5) or more persons. The most recent data available on this characteristic is from the 1980 Federal Census. That data, now eight years old, indicates that 12.4% (N =502) of the City's total households had five or more persons. If this same ratio were applied to all the City's current number of households, there would be about 541 large-family households residing in Los Alamitos as of January 1988. Refer to the charts on the following page for additional information.

**TABLE 6**  
**CITY OF LOS ALAMITOS: HOUSEHOLD SIZE -- 1980**

<u>Number of Persons in Household</u>	<u>Number of Households</u>	<u>Percentage Distribution</u>
1	677	16.7%
2	1,380	34.0%
3-4	1,496	36.9%
5+	<u>502</u>	<u>12.4%</u>
	4,055	100.0%

**Source:** 1980 Federal Census of Population and Housing.



Most of the City's large-family households are homeowners, according to the 1980 Census:

<u>Household Size</u>	<u>Owners</u>	<u>Renters</u>
5 Persons	170	86
6+ Persons	<u>145</u>	<u>82</u>
	315	168
	65.2%	34.8%



CHART H-3  
CITY OF LOS ALAMITOS  
HOUSEHOLD SIZE-1980

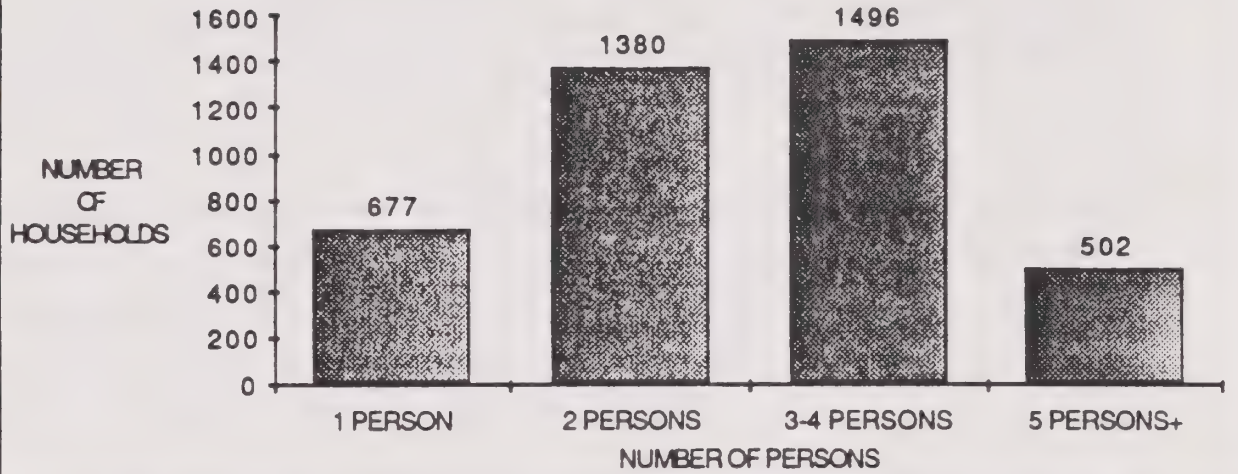
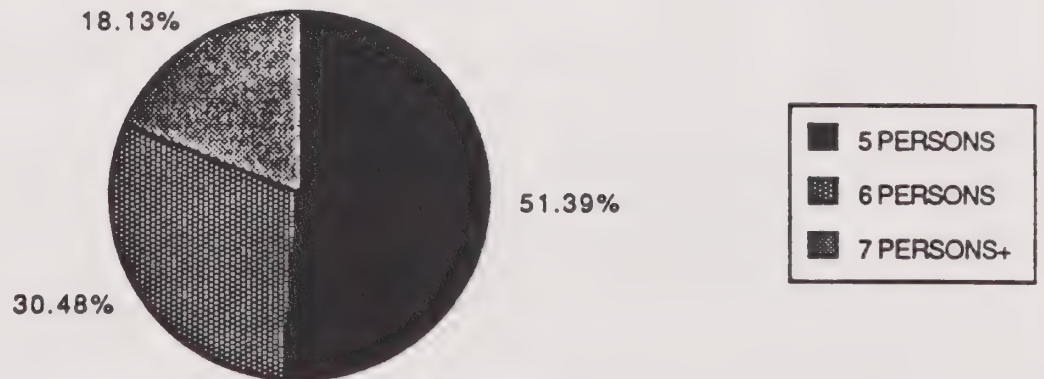


CHART H-4  
CITY OF LOS ALAMITOS  
DISTRIBUTION OF LARGE HOUSEHOLDS-1980





## 7. Homeless

There are many social, economic and physical conditions which have combined to increase the homeless population throughout the State of California. In September 1984, the Governor signed Assembly Bill 2579, adding "families and persons on need of emergency shelter" to the special needs groups to be considered in each jurisdiction's Housing Element.

The Police Department indicated that the only locations where homeless people have been sited are along the freeway right-of-way near the City boundary and the river wash. These people are assumed to be transients traveling through the area rather than displaced Los Alamitos residents. The Police Department estimates the number of people without shelter to be less than six persons per night.

Existing and planned services provided within or by the City exceed the number of homeless persons or quantified need:

1. There are two shelters within the City. One shelter is a private facility for pregnant, homeless women. A second shelter now has a capacity to serve five persons and a planned capacity of 35 persons.
2. Other homeless persons are referred to and/or transported (by the Police Department) to larger, regional facilities in Long Beach.

The County's Comprehensive Homeless Assistance Plan indicates:

"In order to efficiently deliver the needed services to the homeless, it is necessary to develop an overall interjurisdictional information exchange network, with coordination and cooperation between governmental jurisdictions at all levels to address the needs of homeless. Since many services are provided by locally based non-profits, they should be included in any networking exchange system."

Chart H-5 identifies social service agencies providing services to homeless individuals and families.





**CHART H-5**  
**ORANGE COUNTY INVENTORY OF FACILITIES AND SERVICES FOR THE HOMELESS**

**Beds**

---

1.	Women's Transitional Living Center (domestic violence)	75 beds
2.	Christian Temporary Housing Facility	60 beds
3.	Interval House (domestic violence)	24 beds
4.	Orange Coast Interfaith Shelter	20 beds
5.	Dayle McIntosh Center (handicapped)	6 beds
6.	Episcopal Service Alliance, Martha House (women)	10 beds
7.	Orangewood (dependent children)	186 beds
8.	Emergency Shelter Housing (children)	98 beds
9.	Irvine Temporary Housing	20 beds
10.	Brother of Charity	30 beds
11.	YWCA (women)	20 beds
12.	Salvation Army	<u>76 beds</u>
<b>Subtotal:</b>		<b>605 beds</b>

**Specialized Beds**

---

1.	Alcohol Program (39 detox. and 115 recovery beds)	154 beds
2.	Drug Residential Program	131 beds
3.	Psychiatric Inpatient Hospitalization	299 beds
4.	Transitional Living Center (mentally ill adults)	<u>30 beds</u>
<b>Subtotal:</b>		<b>634 beds</b>
<b>TOTAL:</b>		<b>1,199 BEDS</b>



## PROJECTED HOUSING NEEDS

### Introduction

This section of the Housing Element discusses the various factors which induce a demand for housing. The factors include a review of population and employment trends as well as the City's "share of regional housing need."

### Population and Employment Trends Analysis

Between April 1980 and January 1988, the population of Los Alamitos increased from 11,529 to 12,115. Concurrently, the housing stock had a net positive change of 385 dwelling units. Table 7 summarizes the data on population change since 1980. Pertinent data published by SCAG on housing, population and employment are noted below:

	<u>1984</u>	<u>2010</u>	<u>Increase</u>
Housing	4,128	4,579	+451
Population	11,546	11,957	+411
Employment	10,945	16,506	5,561

The 2010 projections are not plausible given Los Alamitos physical characteristics and development guidance pursuant to the 1989 General Plan.

Achieving a jobs-housing balance is a major goal of the Southern California Association of Governments and the South Coast Air Quality Management District for purposes of reducing traffic congestion and air pollution. Quantatively, the objective is a jobs/housing ratio of 1.22 (1.22 jobs for each household) for subregional employment and housing growth. Los Alamitos is located in the Northwest Orange County subregion which is projected a jobs/housing ratio of 1.44 by 2010. As of 1984, the City of Los Alamitos had a jobs/housing ratio of 2.65.



**TABLE 7**  
**CITY OF LOS ALAMITOS: POPULATION TRENDS -- 1980 TO 1988**

<b>Year</b>	<b>Population</b>	<b>Incremental Increase</b>	<b>Cumulative Increase</b>
1980	11,529	----	----
1981	11,626	97	----
1982	11,725	99	196
1983	11,745	20	217
1984	11,743	-2	215
1985	11,759	16	231
1986	11,973	214	445
1987	12,101	128	573
1988	12,115	14	587

**Source:** U.S. Census of Population and Housing, April 1980.  
State Department of Finance, Population Research Unit, Annual Population Estimates for 1981 through 1988, (as of January 1 each year)

Table construction by Castañeda & Associates.





## Share of Regional Housing Need

### Article 10.6 Requirements

Under Section 65584 (a), regional planning agencies are responsible for determining projected housing needs for all income levels. The projected housing needs must take into consideration the following factors:

- Market demand for housing
- Employment opportunities
- Availability of suitable sites
- Availability of public facilities
- Commuting patterns
- Type and tenure of housing needs
- Housing needs of farm workers

In addition, the distribution of housing need, pursuant to the state housing element law, must seek to avoid further "impaction" of jurisdictions with relatively high proportions of lower income households.

State legislation describes the content requirements of local housing elements. According to the State housing element legislation, "... a locality's share of the regional housing needs includes that share of the housing needs of persons at all income levels within the area significantly affected by a jurisdiction's general plan." (Section 65584 (a)). In addition, according to that same section, "Each locality's share shall be determined by the appropriate councils of government consistent with the criteria " set forth by the State Department of Housing and Community Development. In the case of Los Alamitos, this appropriate council is SCAG.

### Southern California Association of Governments (SCAG) Criteria

#### Definition of Need

"Existing" and "future" need are identified by SCAG every five years pursuant to the authority granted in the state housing law. "Existing Need" is defined as the number of lower income households currently overpaying for housing; that is, expending 30% or more of income on housing costs as of January 1, 1987. "Future Need" is defined as



number of additional housing units by income level that will have to be added to each jurisdiction's housing stock from July 1, 1989 to June 30, 1994 in order to:

- Accommodate household growth
- Compensate for demolitions and other inventory losses
- Achieve a 1994 vacancy rate that will allow the market to operate efficiently.

#### Definition of State Income Levels

Four income levels are identified in state law that must be considered in the Future Need calculations. These are:

- "Very Low" -- less than 50% of the Orange County median income
- "Low" -- 50% - 80% of the median income
- "Moderate" -- 80% - 120% of the median income
- "Upper" -- more than 120% of the median income

According to SCAG:\*

"Identification of Future Need for the higher income levels gives each jurisdiction an estimate of effective demand, or how much demand for housing there will be in the locality as a function of market forces. Future Need at the lower income levels is often largely latent demand, since such income levels, without subsidy or other assistance, are often ineffective in causing housing to be supplied." (emphasis added)

#### Avoidance of Impaction

The State housing law requires that in allocating future housing need by income level further "impaction," or concentration of lower income households, be avoided. Cities with a percentage of lower income households higher than the regional average are called "Impacted" jurisdictions. The 1988 RHNA deals with the "avoidance of impaction" criteria by allocating reduced percentages of lower income and increased percentages of middle and upper income units to impacted jurisdictions, while reversing the allocation to non-impacted cities.

\* Southern California Association of Governments, Draft 1988 Regional Housing Needs Assessment, March 1988, page 8.



### Use of RHNA Numbers

According to SCAG: \*

"... there has been a great deal of miscommunication and misunderstanding of the true significance of these numbers. They are NOT quotas for development which cities must reach by 1994. Rather, they are an identification of regional housing need and an allocation of it by jurisdiction. ... when a jurisdiction finds in its Housing Element that the allocation is not achievable by 1994 for certain reasons explicit in the State Housing Law, it may modify these numbers in accordance with State law.

### Future Need

As explained earlier, future needs identifies the number of housing units (by income level) that should be added to each jurisdiction's housing stock from July 1, 1989 to June 30, 1994. In addition, "the State HCD has pointed out to SCAG that localities must account in their housing elements for the Future Needs that will have already occurred during the 1-1/2 year "gap" period from January 1, 1988, to June 30, 1989. In order to do this, each jurisdiction should make adjustments to its planning for the 1989-94 period by comparing what will have actually occurred in the 1/88-7/89 "gap" period to the estimated accrual of need ..."

Table 8 indicates the projected housing needs, for the City of Los Alamitos, through mid-year 1994. The projections indicate a need for 399 market rate housing units during the planning period. In addition, the RHNA forecasts a need for 157 housing units for very low- and low-income households. Meeting the needs of these households usually requires housing subsidies and financial assistance.

- Southern California Association of Governments, 1988 Regional Housing Needs Assessment for Southern California, March 1988.





**TABLE 8**  
**CITY OF LOS ALAMITOS: REGIONAL HOUSING NEEDS ASSESSMENT**  
**JANUARY 1988 TO JULY 1994**

<u>Income Level</u>	<u>Adjusted Figure</u>	<u>Percentage Distribution</u>
Very Low	69	17.3%
Low	88	22.1%
Moderate	88	22.1%
High	<u>154</u>	<u>38.5%</u>
<b>Total:</b>	<b>399</b>	<b>100.0%</b>

**Source:** Southern California Association of Governments, 1988 Regional Housing Needs Assessment for Southern California, July 1988.





## Energy Conservation In New Development

Under current law, Los Alamitos Housing Element must include the following:

Analysis of opportunities for energy conservation with respect to residential development (Section 65583 (a)(7) ).

In relation to new residential development and especially affordable housing, construction of energy efficient buildings does add to the original production costs of ownership and rental housing. Over time, however, the housing with energy conservation features should have reduced occupancy costs as the consumption of fuel and electricity is decreased. This means the monthly housing costs may be equal to or less than what they otherwise would have been if no energy conservation devices were incorporated in the new residential buildings. Reduced energy consumption in new residential structures, then, is one way to achieving more affordable housing costs when those costs are measured in monthly carrying costs as contrasted to original sales price or production costs. Generally speaking, utility costs are among the highest components of on-going carrying costs.

Opportunities for additional energy conservation practices include the implementation of "mitigation measures" contained in environmental impact reports prepared on residential projects in the City of Los Alamitos. The energy consumption impacts of housing development may be quantified within the scope of environmental impact reports, prepared by or for the City of Los Alamitos. Mitigation measures to reduce energy consumption may be proposed in the appropriate sections of environmental impact reports. These mitigation measures, in turn, may be adopted as conditions of project approval. For example, passive design techniques could be encouraged for reducing energy consumption.

The City also recognizes that there are several ways to achieve energy conservation in new and existing housing. Potential state-of-the-art opportunities could be evaluated within the context of environmental impact reports, specific plans, and/or site plan review. Feasible site planning and/or building design energy conservation opportunities then could be incorporated into the project design. An evaluation of the potential for energy conservation could be incorporated into the permit and processing procedures of the City. The City does implement Title 24 of the California Administrative Code concerning energy efficiency standards.



### III. RESOURCES AND CONSTRAINTS ANALYSIS



## INTRODUCTION

This section of the housing element provides an inventory of resources and constraints relevant to addressing Los Alamitos' housing needs. Under present law, the element must include an inventory of resources and constraints as follows:

- An inventory of land suitable for residential development, including vacant sites and sites having potential for redevelopment, and an analysis of the relationship of zoning and public facilities and services to these sites.
- An analysis of potential and actual governmental constraints upon the maintenance, improvement, or development of housing for all income levels, including land use controls, building codes and their enforcement, site improvements, fees and other exactions required of developers, and local processing and permit procedures.
- An analysis of potential and actual non-governmental constraints upon the maintenance, improvement, or development of housing for all income levels, including the availability of financing, the price of land and cost of construction.

## INVENTORY OF LAND SUITABLE FOR RESIDENTIAL DEVELOPMENT

The State housing law contains several provisions that pertain to the adequacy of sites to accommodate housing needs. The three major provisions are noted below:

"The housing element shall identify adequate sites for housing, including rental housing, factory-built housing, and mobilehomes, and shall make adequate provision for the existing and projected needs of all economic segments of the community."

"An inventory of land suitable for residential development, including vacant sites and sites having potential for redevelopment, and an analysis of the relationship of zoning and public facilities and services to these sites."

"Identification of adequate sites which will be made available through appropriate zoning and development standards and with public services and facilities needed to facilitate and encourage the development of a variety of types of housing for all income levels, including rental housing, factory-built housing, mobilehomes, emergency shelters and transitional housing in order to meet the community's housing goals."





## Land Use Criteria -- State Attorney General's Opinion

In October, 1987, an interpretation of the State Housing law by the Attorney General added new insight on how the Councils of Government must determine a locality's share of regional housing need. The question posed to the Attorney General was as follows:

Must the availability of suitable housing sites be considered based upon the existing zoning ordinances and land use restrictions of the locality or based upon the potential for increased residential development under alternative zoning ordinances and land use restrictions? (emphasis added)

The Attorney General's Opinion \* in regard to this important question is as follows:

We find no indication in Section 65584 that current zoning ordinances and land use restrictions are to limit the factor of "the availability of suitable sites". A housing site would be unsuitable based upon its physical characteristics, not because of some governmental control of an artificial and external nature. The planning process of Sections 65583 and 65584 contemplates an identification of adequate sites that could be made available through different policies and development standards. Existing zoning policies would be only one aspect of the "available data" upon which the factor of "the availability of suitable sites" is to be considered under Section 65584.

Our construction of Section 65584 is consistent with the goals of the statutory scheme as a whole (S.S. 65580-65589.8) and the particular requirements specified for housing elements (S. 65583). The legislation has as its primary purpose "to expand housing opportunities and accommodate the housing needs of Californians of all economic levels." (S. 65580, subd. (b)). Cities and counties are directed to "recognize their responsibilities in contributing to the attainment of the state housing goal." (S. 65580 subd. (a)). Each local government is "to cooperate with other local governments and the state in addressing regional housing needs." (S. 65580, subd. (e)). Allowing a city or county to prevent being allocated a share of the regional housing needs through restricted zoning ordinances would be contrary to the manifest intent of the Legislature.

---

\*Opinion of John K. Van De Kamp, No. 87-206, September 29, 1987.



The housing element of a local government must specifically include:

"An inventory of land suitable for residential development, including vacant sites and sites having potential for redevelopment, and an analysis of the relationship of zoning and public facilities and services to these sites. (S. 65583, subd. (a) (3)).

It is the "relationship" on current zoning ordinances that must be considered with respect to suitable housing sites. No hint of limitation may be found in the use of the term "relationship". Section 65583 also requires that a housing element include a five-year program that will:

"Identify adequate sites which will be made available through appropriate zoning and development standards and with public services and facilities needed to facilitate and encourage the development of a variety of types of housing for all income levels . . ." (S. 65583, subd. (c) (1)).

Such language unmistakably contemplates that zoning ordinances and land use restrictions may require modification during the five-year period to accommodate a locality's projected housing needs. Consistent with this interpretation is the requirement that the five-year program:

"Address and, where appropriate and legally possible, remove governmental constraints to the maintenance, improvement, and development of housing." (S. 65583, subd. (c) (3)).

These "governmental constraints" must be analyzed in detail in the housing element; the element must contain:

"Analysis of potential and actual governmental constraints upon the maintenance, improvement, or development of housing for all income levels, including land use controls, building codes and their enforcement, site improvements, fees and other exactions required of developers, and local processing and permit procedures." (S. 65583, subd. (a) (4)).

In sum, a local government must provide in its housing element for the existing and projected housing needs of all economic segments of the community. (S. 65583). In doing so, it is required to identify suitable housing sites. (S. 65583, subd. (a) (3)). The city or county must identify those sites "which will be made available through appropriate zoning and development standards" during the ensuing five-year period. (S. 65583, subd. (c) (1)). It must "undertake to implement the policies and achieve the goals and objectives of the housing element through the administration of land use and development controls." (S. 65583, subd. (c)). The required consideration and evaluation of zoning changes necessary to meet the identified needs of the community would be precluded by allowing existing zoning limitations to define what housing sites are "suitable".

A council of governments thus would not be able to perform the task mandated for it without consideration of land uses that are possible despite existing zoning restrictions. The "suitable sites" factor to be considered by a council pursuant to Section 65584 must be read in conjunction with the phrase "land suitable for residential development".





of Section 65583 that requires consideration of zoning limitations but is not limited to lands presently zoned for such development. (emphasis added).

We conclude that a council of governments must consider the availability of suitable housing sites based not only upon the existing zoning ordinances and land use restrictions of the locality but also based upon the potential for increased residential development under alternative zoning ordinances and land use restrictions when determining a locality's share of the regional housing needs."

### **Land Inventory**

The 1989 Los Alamitos General Plan designates sufficient land to accommodate the City's projected share of regional housing needs, as noted below:

<u>Type</u>	<u>Number of Units</u>
Multi-Family	741
Seniors Housing	<u>225</u>
	966

### **Availability of Services and Facilities**

There is adequate services and facilities to meet the needs generated by new housing development in the quantity projected by SCAG. As noted in the Land Use Element, the following infrastructure exists to accommodate future development:

1. The Los Alamitos Civic Center is located at 3191 Katella Avenue. There are 83 full-time employees at this facility. Police protection is provided by the City of Los Alamitos Police Department. The staff of 63 includes 26 sworn officers, support personnel and volunteers.
2. The City of Los Alamitos contracts with the County of Orange for fire protection services. The first responding station is Station 2 located at 3542 Green Avenue. Other stations providing service to the area consist of Station 17 in the City of Cypress and Station 48 in the City of Seal Beach.
3. The Los Alamitos School District serves the project area as well as Rossmoor and Seal Beach. School enrollment has dropped in recent years. The School District has leased one school to the City of Long Beach and another for use as a private school.



4. Sewer service is provided by the Los Alamitos County Water District (LACWD). In 1985, a Sewer System Master Plan was prepared to identify future sewer construction needed to accommodate ultimate build-out.
5. Water service is provided by the Southern California Water Company. At present, the overall water supply is good. Fire flow is adequate in most areas. Where there is low fire flow, buildings are required to be sprinklered.





## GOVERNMENTAL CONSTRAINTS

Section 65583(a)(4) of the Governmental Code states that the Housing Element must contain an analysis of potential and actual government constraints upon the maintenance, improvement or development of housing for all income levels, including land use controls, building codes and their enforcement, site improvements, fees and other exactions required of developers and local processing/permit procedures. Ordinances must be reviewed to determine whether performance would be inhibited. This section of the Housing Element must also evaluate whether City policies and practices deter the maintenance and improvement of existing housing stock.

### Land Use Controls (General Plan/Zoning)

Land use controls pertaining to housing include the residential land use categories of the general plan and zoning ordinance. These are summarized in Tables 9 and 10. The Land Use Element of the General Plan has three residential designations, which allow for a range of residential densities from low density (which allows up to 7.3 dwelling units per net acre) to high density (which allows up to 24.9 dwelling units per net acre). The specific housing standards to implement these residential designations are noted on Table 10.

**TABLE 9  
CITY OF LOS ALAMITOS  
LAND USE ELEMENT OF THE GENERAL PLAN  
LAND USE CATEGORIES**

Single-Family Residential (1-7.3 du/ac) -- detached single-family homes on individual lots and planned unit developments.

Limited Multi-Family (7.4-14.5 du/ac) -- single-family residences, duplexes, triplexes, townhouses, condominiums and apartments.

Multi-Family Residential (14.6-24.9 du/ac) -- all types of development permitted in the less intensive residential categories plus provisions for rest homes, convalescent hospitals and mobile home parks.



**TABLE 10  
RESIDENTIAL GENERAL PLAN/ZONING CONSISTENCY MATRIX**

<u>General Plan Land Use</u>	<u>Zoning</u>	<u>Uses (Permitted and Requiring a Conditional Use Permit)</u>
<b><u>Residential</u></b>		
Single Family	R-1	<p>Permitted:</p> <ol style="list-style-type: none"> <li>1. One SFR per site (6 du/ac)</li> </ol> <p>CUP:</p> <ol style="list-style-type: none"> <li>1. Accessory buildings used as guest rooms, providing no cooking facilities.</li> </ol>
Limited Multi-Family	R-2	<p>Permitted:</p> <ol style="list-style-type: none"> <li>1. Single family.</li> <li>2. Two single family, duplexes, triplexes.</li> <li>3. Apartments (single structure) (max. 14 du/ac.)</li> </ol> <p>CUP:</p> <ol style="list-style-type: none"> <li>1. Duplexes, triplexes, multi-family uses where the parcel to be improved is developed with an existing dwelling unit which is to remain.</li> <li>2. Condominiums (max. 14 du/ac.)</li> </ol>
Multi-Family	R-3	<p>Permitted:</p> <ol style="list-style-type: none"> <li>1. SFR</li> <li>2. Duplexes, 2 SFR, triplexes.</li> <li>3. Apartments (single structure) (max. 24 du/ac.)</li> </ol>

\* To be deleted as part of the Zoning Ordinance revision.



**TABLE 10 (CONT.)  
RESIDENTIAL GENERAL PLAN/ZONING CONSISTENCY MATRIX**

<u>General Plan Land Use</u>	<u>Zoning</u>	<u>Uses (Permitted and Requiring a Conditional Use Permit)</u>
------------------------------	---------------	--

CUP:

1. Multi-Family where parcel is developed with existing D.U. which is to remain.
2. Rest homes, convalescent hospitals.
3. Mobile homes, subject to standards.
4. Condominiums (max. 24 du/ac.)
5. Senior housing





## Fees

The City charges various fees for the administration of the zoning ordinance and other processing requirements. According to Resolution No. 950, the fees and charges are established in amounts sufficient to provide revenue equal to the cost of administration of the adopted Zoning Ordinance and are reasonably and fairly allocated on the basis of burdens imposed and benefits received by persons required to pay such fees and charges.

### Zoning fee amounts are as follows:

- |                               |                                |
|-------------------------------|--------------------------------|
| • Site Plan Review            | \$100.00                       |
| • Conditional Use Permit      | 200.00                         |
| • Variances                   | 100.00                         |
| • Appeals                     | 1/2 of the original filing fee |
| • Zoning Ordinance Amendments | 250.00                         |
| • General Plan Amendments     | 150.00                         |
| • Planned Sign Program        | 50.00                          |

### Other fees include:

- |                        |   |
|------------------------|---|
| • Tentative Tract Map  | \$50 + \$4 a lot for first 25 lots<br>or acres + \$3 a lot for the<br>next 25 lots/acres, +<br>\$2 a lot for each additional<br>lot in excess of \$50 |
| • Final Tract Map      | \$150 + \$3 a lot   |
| • Tentative Parcel Map | \$35 for first two lots + \$10 for<br>each additional lot   |



In addition, parkland fees are charged on the amount of land necessary to accommodate the increased population generated by development in the community. The fees for 1989 and 1990 are listed below:

	<u>1989</u>	<u>1990</u>
• Single-Family Dwelling Unit	\$1,975	\$2,550
• Duplex Family Dwelling Unit	1,650	2,125
• Multiple-Family, Townhouse, Condominium	1,450	1,875
• Mobile Homes	1,075	1,400

### Codes

To regulate the construction features of new development and the maintenance and improvement of housing, the City has adopted several model codes. The most pertinent codes are listed below:

• Uniform Building Code	1982 Edition
• Uniform Housing Code	1982 Edition
• Uniform Fire Code	1982 Edition
• National Electrical Code	1984 Edition
• Uniform Plumbing Code	1982 Edition
• Uniform Mechanical Code	1982 Edition

The City has not adopted standards or requirements more stringent than those already incorporated in the model codes.

### On and Off-Site Improvements

Los Alamitos is not expected to experience large-scale residential development in the future. Most of the future housing development is anticipated to be of an infill character in locations where the basic elements of the infrastructure already are in place. Some of the typical improvements required of residential developments in these locations are:

- Landscaping on-site;
- Trash enclosure;

THE UNIVERSITY OF CHICAGO

PHYSICS DEPARTMENT

PHYSICS 354

LECTURE 1

LECTURE 2

LECTURE 3

- Landscaping on-site;
- Trash enclosure;
- Lighting in off-street parking areas;
- Concrete curbs;
- Replacement/Installation of sidewalks;
- Widening of alleys;
- Handicap ramp on curb return;
- Remove/replace trees.

### **Processing Time**

Large scale, complex projects are not the norm in Los Alamitos. Processing for new residential projects depends upon the number and completeness of submitted applications. To the extent possible, the City staff practices concurrent processing and has worked extensively on processing two senior development projects.



## **NONGOVERNMENTAL CONSTRAINTS**

Nongovernmental constraints, within the context of the housing element legislation, consist of financing, land and construction costs. Usually, these factors are considered market conditions and also may include the prices and rents charged in the marketplace.

### **Financing Cost Trends**

A survey of mortgage interest rates charged by California's largest financial institutions was published on February 24, 1989. That survey encompassed eight banks and 29 savings and loans. The "fixed" rates, which were quoted on a 30-year loan for an amount of \$87,600, ranged from 11.02% to 11.53% for banking institutions and from 10.87% to 12.16% among the savings and loans.

Table 11 shows various monthly payments for different mortgage amounts of interest rates ranging from 9.5% to 12.5%. A 3% increase from 9.5% to 12.5% in the mortgage interest rate for a \$100,000 loan results in a monthly payment increase of \$225.00±. Assuming an allocation of 30% of gross monthly incomes for mortgage payment costs, the dollar increase would cause the need for an additional \$750 in monthly income or \$9,000 a year. Thus, declining or escalating interest rates contribute to pricing people in or out of the housing market.

**TABLE 11  
CITY OF LOS ALAMITOS: MONTHLY PAYMENTS FOR VARIOUS  
MORTGAGE AMOUNTS AND INTEREST RATES (30-YEAR, FIXED)**

<b>Interest Rate</b>	<b>Mortgage Amount</b>				
	<b>\$80,000</b>	<b>\$100,000</b>	<b>\$120,000</b>	<b>\$140,000</b>	<b>\$160,000</b>
9.5%	672.68	840.85	1,009.03	1,177.20	1,345.37
10.0%	702.06	877.57	1,053.09	1,228.60	1,404.11
10.5%	731.79	914.74	1,097.69	1,280.64	1,463.58
11.0%	761.86	952.32	1,142.79	1,333.25	1,523.72
11.5%	792.23	990.29	1,188.35	1,386.41	1,584.47
12.0%	882.89	1,028.61	1,234.34	1,440.06	1,645.78
12.5%	853.81	1,067.26	1,280.71	1,494.16	1,707.61





Most of the housing sales activity in Los Alamitos is in the resale, not new, housing market. It is difficult to determine the predominant mortgage financing characteristics of the resale market, e.g., down payment requirements, sellers holding seconds, and other associated factors.

With respect to the availability of financing, State laws have an influence. For instance, State law promotes fair lending practices and investment in all neighborhoods. Under California law, it is against public policy to deny mortgage loans or adversely vary the terms of such loans because of the conditions, characteristics or trends in a neighborhood that are unrelated to the creditworthiness of the applicant or the value of the real property security offered. (Section 35801 of the Health and Safety Code). The State has enacted administrative regulations which provide for disclosure of loan patterns and prohibit discrimination in lending practices, while allowing lenders to continue to make or deny loans for prudent business reasons.

State law prohibits local governments from enacting anti-discrimination ordinances. A brief summary of State laws relating to open or fair housing is given below:

- The Rumford Fair Housing Act prohibits discrimination on the basis of race, color, religion, sex, marital status, national origin or ancestry in the rental, lease, sale or financing of any residential dwelling, except for an individual room in an owner's house.
- The Unruh Civil Rights Act prohibits discrimination on the basis of a persons race, color, sex, national origin, religion, or ancestry in the provision of goods and services by all business entities. A business entity includes landlords, real estate brokers acting as agents in the sale of real property and financing institutions. The court may award actual damages in addition to punitive damage of up to three times the amount of actual damages, but not less than \$250 plus attorney's fees.
- Any provision in a lease or mortgage which restricts the lease or sale of housing to persons of a specific sex, race, religion, ancestry, or national origin, is void.
- The State Real Estate Commissioner may suspend or revoke the license of any real estate licensee who induces the sale or lease of residential property on the grounds that the prospective entry into the neighborhood of a person of another race or religion will decrease property values, increase crime, or cause a decline in the quality of the schools. The Real Estate Commissioner has issued regulations expanding upon this law and upon the Unruh Civil Rights Act, which prohibits improper discrimination in the activities of real estate licensees.



### **Land Prices**

Land costs are a major contributor to overall housing production prices. There are a few vacant parcels of significant size and the asking prices of these are unknown. Predominately, the City's housing production will occur in multi-family infill areas. In these areas, the land costs are, in part, associated with the costs of the single-family dwellings now on the sites.

### **Construction Costs**

The construction costs for multi-family housing are likely to range between \$50 and \$60 per square foot. The dollar range includes only hard costs (i.e., labor and materials) and excludes land costs, permits and fees, and profit margin.

### **Housing Sales**

In order to provide an enhanced interpretation of the housing costs affordable to low and moderate income households Table 12 was computed. Low and moderate income households can afford homes in the price range of \$100,000 to \$147,000. Resale housing in Los Alamitos is generally not in the price range affordable by low and moderate income households.



**TABLE 12**  
**CITY OF LOS ALAMITOS: AFFORDABLE HOUSING SALES PRICES**

	<u>Lower Income</u>	<u>Moderate Income 1</u>	<u>Moderate Income 2</u>
% of Median Income 1	80%	100%	120%
Annual Income	\$36,000	\$45,000	\$54,000
Monthly Income	\$3,000	\$3,750	\$4,500
Affordable Housing Payment 2	\$900	\$1,125	\$1,350
Affordable Mortgage Loan 3	\$90,000	\$110,000	\$132,000
Estimated Housing Price	\$100,000	\$122,000	\$147,000

1. 1989 median income estimated to be \$38,000.
2. Based on 30% of monthly income.
3. Based on 10% down payment on estimated sales prices and a 10.5% interest rate.

**Source:** Table computation by Castañeda & Associates.





#### IV. PROGRESS REPORT



## INTRODUCTION

Section 65588(a) provides that each local government shall review its housing element as frequently as appropriate to evaluate the following:

- (1) The appropriateness of the housing goals, objectives, and policies in contributing to the attainment of the state housing goal.
- (2) The effectiveness of the housing element in attainment of the community's housing goals and objectives.
- (3) The progress of the city, county, or city and county, in implementation of the housing element.

Such an evaluation would focus on the following:

- (a) "Effectiveness of the element" (Section 65588 (a) (2)): A comparison of the actual results of the earlier element with its goals, objectives, policies and programs. The results should be quantified where possible (e.g., rehabilitation results), but may be qualitative where necessary (e.g., mitigation of government constraints).
- (b) "Progress in Implementation" (Section 65583 (a) (3)): An analysis of the significant differences between what was projected or planned in the earlier element and what was achieved.
- (c) "Appropriateness of goals, objectives and policies" (Section 65588 (a) (1)): A description of how the goals, policies and programs of the updated element incorporate what has been learned from the results of the prior element.

## EFFECTIVENESS OF THE ELEMENT

The City's previous Housing Element was adopted in 1980. Since that time, the Los Alamitos General Plan has guided a diversity of new development. New housing has been developed and older housing rehabilitated. In addition, lower income resident households have obtained Section 8 rental assistance. Looking toward to the future, there are plans to build seniors and congregate housing.



## **APPROPRIATENESS OF GOALS, OBJECTIVES AND POLICIES**

Listed in this sub-section are the goals, objectives and policies that still remain of value and appropriate to the City.

### **General Housing Goals**

1. To promote and encourage provision of adequate housing for all persons regardless of income, age, race, sex, or family status.
2. To promote and encourage provision of housing selection by location, type, price, and tenure, thus providing a variety of housing opportunities.
3. To promote and encourage open and free choice of housing for all.
4. To provide a guide for municipal decisions which affect the quality of the housing stock and inventory.
5. To determine and adopt appropriate policies and programs to achieve housing goals and objectives in the City.

### **Existing Housing Stock**

#### Objectives

1. Encourage the maintenance and rehabilitation of existing owner-occupied rental and mobile home housing where feasible.
2. Take action to promote the removal and replacement of those substandard units which cannot be rehabilitated.
3. Upgrade or improve community facilities and municipal services in keeping with community needs.
4. Sustain a high standard of maintenance for all publicly owned property.
5. Investigate and pursue programs and funding sources available to assist in the improvement of residential property.



## Policies

1. Continue to publicize and make available low interest rehabilitation loans for owner-occupied and rental residences.
2. Implement a low interest rehabilitation loan program for mobile home units, contingent upon program details being resolved by HUD and the County of Orange.
3. Investigate the feasibility of initiating a grant and/or deferred payment loan program for the rehabilitation of residences owned by lower income households, particularly the elderly.
4. Continue to monitor housing conditions throughout the City in order to expand existing rehabilitation efforts as necessary.
5. Continue outreach advertising of rehabilitation loan program to the public in order to increase program effectiveness.
6. Continue to publicize the Low-Income Weatherization Assistance Program.
7. Review all changes in zoning standards or General Plan designations to determine the cumulative impact on community facilities and municipal services.
8. Continue public facilities improvements where needed and particularly in the residential target area.
9. Utilize the City's General Plan and Zoning Ordinance to prevent the encroachment of incompatible uses into established residential areas.

## **Preserving Housing Cost Affordability**

### Objectives

1. Preserve mobile homes which provide affordable housing to low income and elderly households.
2. Discourage the conversion of existing apartment units to condominiums where such conversion will diminish the supply of low and moderate income housing.
3. Investigate and pursue programs and funding sources designed to maintain and/or improve the affordability of existing housing units to low and moderate income households.





## Policies

1. Maintain the form of affordable housing which mobile homes provide, particularly for the elderly, through General Plan and Zoning Amendments.
2. Continue to enforce the City's Condominium Ordinance which sets the allowable percentage of condominiums to multiple-family dwellings at 15%.
3. Investigate the expansion of relocation assistance for renters displaced by condominium conversions.
4. Continue and expand the availability of rental assistance for local residents.

## **Adequate Housing Sites**

### Objectives

1. Use the Land Use Element of the General Plan and the Zoning Ordinance to ensure the availability of adequate sites for a variety of housing types.
2. Ensure the compatibility of residential areas with surrounding uses through the separation of incompatible uses, construction of adequate buffers and other land use controls.
3. Encourage the infilling of vacant residential land.
4. Encourage the recycling of underutilized residential land, where such recycling is consistent with established land use plans.
5. Ensure that all residential areas are provided with adequate public facilities and services.
6. Ensure that adequate, freely accessible open space is provided within reasonable distance of all community residents.
7. Direct the construction of low and moderate income housing to sites with adequate services and facilities.

## Policies

1. Utilize the City's General Plan and Zoning Ordinance to provide adequate, suitable sites for new housing construction.
2. Use Zoning and other land use controls to ensure the compatibility of residential areas with surrounding uses.



3. Utilize environmental and other development review procedures to ensure that all new residential developments are provided with adequate public facilities and services.
4. Maintain the listing of vacant and underutilized sites suitable for housing purposes.
5. Direct low and moderate income housing construction to sites that conform with established siting criteria.

### **Equal Housing Opportunity**

#### Objectives

1. Promote fair housing practices throughout the community.
2. Encourage the development of housing which meets the special needs of handicapped and elderly households.
3. Promote the provision of housing to meet the needs of families of all sizes.
4. Encourage the provision of rental units for families with children.

#### Policies

1. Continue to utilize the services of the Orange County Fair Housing Council.
2. Actively investigate the construction of new housing for elderly and handicapped households.
3. Investigate the feasibility of expanding the City's rehabilitation loan program to include the removal of architectural barriers in residences occupied by handicapped persons.
4. Continue to utilize the housing information and referral services offered by the Orange County Housing Authority for persons seeking affordable rental and purchase housing.

### **Adequate Housing Provision for All Income Groups**

#### Objectives

1. Protect and expand housing opportunities for households needing assistance including senior citizens, low and moderate income families and handicapped persons.



2. Encourage the use of innovative land use techniques and construction methods to minimize housing costs without compromising basic health, safety and aesthetic considerations.
3. Provide incentives on the otherwise encourage the private development of new affordable housing for low and moderate income households.
4. Investigate and pursue programs and funding sources designated to expand housing opportunities for low and moderate income households, including the elderly and handicapped.
5. Facilitate the construction of low and moderate income housing to the extent possible.
6. Periodically reexamine local building and zoning codes for possible amendments to reduce construction costs without sacrificing basic health and safety considerations.

#### Policies

1. Establish and implement procedures for the provision of density bonuses or other incentives for housing developments incorporating low and moderate income units.
2. Continue to encourage the use of innovative land use techniques and construction methods (including manufactured or factory built housing) to minimize housing costs.
3. Assist private developers, both profit and nonprofit, in securing funding for the construction of affordable housing through the Section 8 New Construction, CHFA Direct Lending, Orange County Mortgage Revenue Bond and other relevant programs.
4. Waive permit fees in order to facilitate the construction of low and moderate income housing.





V.  
HOUSING PROGRAM



## INTRODUCTION

This section presents the goals, objectives and policies of the Housing Element. The purpose of this section is to establish general and specific guidelines for City actions to meet the following requirements of state law:

A statement of community goals, quantified objectives, and policies relative to the maintenance, improvement and development housing.

## STATEWIDE GOALS

Los Alamitos supports and endorses the statewide housing goal ". . . of a decent home and a satisfying environment for every Californian . . ." In addition, the City supports and endorses the five goals incorporated in present State law pertaining to the manner in which the actions of the City of Los Alamitos must be directed so that there is adequate provision for the housing needs of all economic segments. These statewide goals are summarized below:

- Statewide Goal 1:** Conserve and improve the condition of the existing standard affordable housing stock.
- Statewide Goal 2:** Assist in the development of adequate housing to meet the needs of low- and moderate-income households.
- Statewide Goal 3:** Identify adequate housing sites which will be made available through appropriate zoning and development standards and with public services and facilities needed to facilitate and encourage the development of a variety of types of housing for all income groups.
- Statewide Goal 4:** Address and, where appropriate and legally possible, remove governmental constraints to the maintenance, improvement and development of housing.
- Statewide Goal 5:** Promote housing opportunities for all persons regardless of race, religion, sex, marital status, ancestry, national origin or color.



## OBJECTIVES

According to Article 10.6 of the Government Code, a local housing element must include "quantified objectives" for the maximum possible number of housing units that can be constructed, conserved and maintained.

### Construction Objective

During the 5-year planning period the City's numerical objective for new construction is 300 housing units. Most of this new construction will be met by the development of a congregate facility and Section 202 senior housing development. The 71-unit seniors housing development also will contribute to meeting the City's "Share of Regional Housing Needs."

### Conservation Objective

The City's conservation objective will be met by:

- Preservation of the City's mobile home inventory consisting of 85 units.
- Continued participation in the Section 8 rental housing assistance program to assist not fewer than 11 households.
- Continued participation in the home rehabilitation program to improve 10 dwellings with substandard conditions.

### Maintenance Objective

The City's maintenance objectives will be met by code enforcement actions and home improvement programs. Recycling of existing areas will remove some substandard housing.

## POLICIES

1. Upgrade the existing housing stock by improving deteriorated and sub-standard housing through conservation, rehabilitation and removal.



2. Assist in the production of seniors housing to contribute to meeting the City housing needs.
3. Promote equal housing opportunity through the City's participation in State and Federal housing programs.
4. Continue to publicize and make available low interest loans for residences.
5. Continue public facilities improvements where needed.
6. Promote housing which meets the special needs of handicapped and elderly persons.
7. Los Alamitos will cooperate with the County and continue to be members of the Orange County Housing Authority. The Housing Authority will apply for the Section 8 existing certificates, and the Section 8 vouchers which will become available during the three year Housing Assistance Plan program period.
8. Cooperate with the County to continue the policy which prevents dwelling units occupied by low-income households from being demolished unless affordable housing is available.

#### **ACTIONS**

1. Continue to contract with the Orange County Housing Authority for the provision of Section 8 rental housing assistance. As of October 1988, there were 11 households assisted in the City by this program.
2. Continue to work with the County of Orange Housing and Community Development Department on the use of home improvement and rehabilitation programs.
3. Utilize the development standards of the Land Use Element and Zoning Ordinance to guide the development of new housing in the City.





VI.  
INTERNAL CONSISTENCY PROGRAM



## **GENERAL PLAN ELEMENTS**

The Los Alamitos General Plan consists of seven mandatory elements and optional Parks - Recreation and Growth Management Elements. Pursuant to State law, the Housing Element must achieve internal consistency with all other elements of the General Plan.

### **INTERNAL CONSISTENCY DEFINED**

Internal consistency, as used in California planning law, means that no policy conflict exists, either textual or diagrammatic, between the components of an otherwise complete and adequate general plan. The internal consistency requirement has five dimensions with respect to the structure and content of the general plan, which is explained in the following paragraphs.

#### **Equal Status Among General Plan Elements**

All elements of the general plan have equal legal status. For example, the land use and open space elements cannot contain different land use intensity standards. Because no element is legally subordinate to another, the general plan must resolve potential conflicts between or among the elements through clear language and policy.

#### **Consistency Among the Elements (Inter-Element Consistency)**

All general plan elements, whether mandatory or optional, must be consistent with each other. Whenever a jurisdiction adopts a new element or amends part of a plan, it must change the rest of the plan to eliminate any inconsistencies that the new element or amendment creates. The jurisdiction should update the plan at the same time it adopts the new element or amendment, or immediately thereafter.

#### **Consistency Within an Element (Intra-Element Consistency)**

Each element's data, analyses, goals, policies, and implementation programs, must be consistent with and complement one another. Established goals, data, and analysis form the foundation for any ensuing policies. In turn, policies must form a logical basis for a general plan's implementation programs.

The first major theme of the book is the relationship between the individual and the social. The author argues that the individual is not a passive recipient of social forces, but an active participant in the social process. This theme is developed throughout the book, with particular emphasis on the role of the individual in the formation of social norms and values.

## THEORY AND PRACTICE

The second major theme of the book is the relationship between theory and practice. The author argues that theory and practice are not separate entities, but are interconnected and mutually influential. This theme is developed throughout the book, with particular emphasis on the role of theory in the development of social policy and practice.

## THEORY AND PRACTICE

The third major theme of the book is the relationship between the individual and the social. The author argues that the individual is not a passive recipient of social forces, but an active participant in the social process. This theme is developed throughout the book, with particular emphasis on the role of the individual in the formation of social norms and values.

## THEORY AND PRACTICE

The fourth major theme of the book is the relationship between theory and practice. The author argues that theory and practice are not separate entities, but are interconnected and mutually influential. This theme is developed throughout the book, with particular emphasis on the role of theory in the development of social policy and practice.

## THEORY AND PRACTICE

The fifth major theme of the book is the relationship between the individual and the social. The author argues that the individual is not a passive recipient of social forces, but an active participant in the social process. This theme is developed throughout the book, with particular emphasis on the role of the individual in the formation of social norms and values.



## **Area Plan Consistency**

Internal consistency also means that all principles, goals, objectives, policies, and plan proposals set forth in an area or community plan must be consistent with the overall general plan. The general plan must contain a discussion of the role of area plans (if any) and their relationship to the general plan.

## **Text and Diagram Consistency**

Internal consistency means that the general plan text and diagrams must be consistent with one another since both are integral parts of the plan.

## **LAND USE ELEMENT**

The Housing Element is consistent with the intensity, density and distribution of residential uses in the City, as defined in the Land Use Element. The identification of adequate housing sites is accomplished within the policy framework of the Land Use Element.

## **CIRCULATION ELEMENT**

The Housing Element promotes maintenance and enhancement of the City's housing stock through rehabilitation and new construction of residential dwellings, within the framework of the Land Use and Circulation elements. Most of the City's new residential development will be infill construction and roadway infrastructure improvements will not be needed. The Housing Element, which covers a five-year period, does not include proposals for land use or roadway improvement that are more extensive than can be accommodated by the Circulation Element. Consequently, the Housing and Circulation Elements are internally consistent.

## **OTHER GENERAL PLAN ELEMENTS**

The 1989 General Plan was developed during an extended 18-month planning program. As alternatives and goals were set, these served as data and policy inputs to the Housing Element. Thus, this Element is consistent with and re-enforces other General Plan Elements.

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